

Question on Notice

No. 637

Asked on 29 April 2008

MR MESSENGER asked the Minister for Main Roads and Local Government (MR PITT) -

QUESTION:

Will he list each of the State's 20 most dangerous intersections and provide the number of accidents recorded at each intersection (separately) for 2005-06, 2006-07 and 2007-08 to date?

ANSWER:

I thank the Member for Burnett for the question.

Queensland Transport has provided Main Roads with finalised crash data and an analysis of intersections in Queensland having the greatest frequency of serious crashes, those requiring hospitalisation or involving fatalities for the years 2003-04, 2004-05 and 2005-06.

Main Roads advises that this does not mean that these intersections are necessarily unsafe. Rather it reflects that these roads carrying higher traffic volumes are more likely to have a greater number of crashes. I am advised Main Roads has already improved many of these intersections or has the planning underway to do so. The department advises that driver behaviour is a major contributor in serious crashes and drivers need to take responsibility for driving to road and weather conditions and for obeying traffic rules.

I am advised that the figures for Queensland crash data for 2006 and 2007 are being finalised. Time is involved for Police to complete crash investigations, finalise reports, and collect additional information from other sources such as the coroner, pathologist and government medical laboratory. I am advised Main Roads continually works to prioritise upgrades to intersections with high crash frequencies, using preliminary information in the absence of finalised crash data.

The table attached (**Attachment 1**) shows the State's 20 intersections with the greatest frequency of serious crashes recorded for the most recent three years for which crash data has been finalised. This information recently featured in a television report and was published online. Five of these intersections – those ranked 3, 8, 11, 16 and 17 - are not on the state-controlled road network but are the responsibility of Brisbane City Council. The state government has treated the remaining intersections listed as a priority. Of the remaining 15 intersections identified, upgrades have since been carried out at nine locations and planning or design is underway to upgrade a further five, with the remaining intersection to be monitored:

1. **Mt Lindesay Art. Rd (Beaudesert Rd) and Bradman St, Acacia Ridge** - Right-turns have been installed at the intersection to improve safety and traffic movement.

1. **Mt Lindesay Art. Rd (Beaudesert Rd) and Bradman St, Acacia Ridge** - Right-turns have been installed at the intersection to improve safety and traffic movement.
2. **Nerang-Broadbeach Road** - intersection of Southport-Burleigh Road (Bermuda Street) - Traffic lights and street lighting were upgraded under Safer Roads Sooner.
3. **Council Road** (George and Ann Streets, Brisbane City)
4. **Sinamon Road, Centenary Highway On Ramp, Jindalee** – Traffic lights have been installed to address the failure of motorists not giving way to other motorists and this has improved safety and operation at the intersection.
5. **Griffith Arterial Rd (Granard Rd) and Beatty Rd, Rocklea** - The Balham to Beatty Road extension has reduced congestion and improved safety on the Granard Road and Beatty road intersection. This was a joint project, led by Brisbane City Council. Also, Main Road is undertaking a planning study into future upgrading the Granard Road intersections with Balham Road and Beatty Road.
6. **James Street (Anderson Street) and McLeod Street** - Design work is underway for traffic lights to be installed at intersection in 2009, funded through the Safer Roads Sooner program. The project will remove the need for a roundabout and make the intersection safer, particularly for cyclists.
7. **Maroochydore Road - intersection of Broadmeadows Road/Evans Street** – Safety has been improved by widening work in the vicinity of the intersection.
8. **Council Road** (Queen and Eagle Streets, Brisbane City)
9. **Southport-Nerang Road - intersection of Ashmore Road** – The right-turn slot was duplicated and anti-skid surfacing installed under Safer Roads Sooner.
10. **Mt Lindesay Highway - intersection of Brisbane Street, Mary Street, South Street, Jimboomba** - Intersection of Mary Street/South Street has been upgraded with new traffic lights.
11. **Council Road** (Russell and Edmonstone Streets, South Brisbane)
12. **Snook Street and Duffield Road, Clontarf** – Main Roads will monitor this intersection to determine the type of driver behaviour that is contributing to crashes.
13. **Beaudesert Nerang Road - intersection of Mount Nathan Road** - New traffic lights were installed under the Safer Roads Sooner Program.
14. **Mulgrave Road and McCoombe Street** - This intersection is currently undergoing a \$3.8m upgrade, which will include the addition of extra turning lanes and a bus lane, to improve traffic flow and safety. The upgrade is progressing as planned, despite wet weather delays earlier this year, and the project will be completed mid-2008.
15. **Cairns Western Arterial Road (Pease Street, Alfred Street) and Moody Street, Hoare Street** - Upgrading work will begin in the coming months and be completed by late 2008. The upgrading includes left-turn lanes, widening of paved footpath to provide a shared path for cyclists and pedestrians and provision of three inbound lanes on Cairns Western Arterial Road (currently there are two).
16. **Council Road** (Fisan Avenue West and Eagleview Place, Eagle Farm)
17. **Council Road** (Lutwyche Road, Chalk Street and Thistle Street, Lutwyche)

18. **Brisbane - Beenleigh Rd (Kingston Rd) Park Road, Woodridge** - Resurfacing of Brisbane-Beenleigh Road, in the vicinity of the intersection was completed recently, to improve safety.
19. **Reedy Creek Road - intersection of Taree Street and Executive Drive** - Intersection improvements will be carried out under the Safer Roads Sooner Program in 2008-2009.
20. **Mulgrave Road and Tills Street** - Design work is underway to add an additional lane between Tills Street and McCoombe Street on Mulgrave Road, with construction timing yet to be finalised.

**Intersections having the greatest frequency of serious crashes (fatal and hospitalisation)
Queensland, July 2003 to June 2006**

Ranking	Serious Crashes	Serious Casualties	Street	Intersecting Street	Area	Controlling Authority
1	12	14	Mt Lindesay Art. Rd (Beaudesert Rd)	Bradman St	Acacia Ridge	Dept of Main Roads
2	9	13	Nerang - Broadbeach Road (Hooker Blv)	Southport - Burleigh Road (Bermuda St)	Broadbeach Waters	Dept of Main Roads
3	8	10	George Street	Ann Street	Brisbane City	Brisbane City Council
4	8	9	Sinnamon Road	Centenary Highway On Ramp	Jindalee	Dept of Main Roads
5	8	9	Griffith Arterial Rd (Granard Rd)	Beatty Rd	Rockleigh	Dept of Main Roads
6	8	8	James St (Anderson Street)	McLeod Street	Cairns	Dept of Main Roads
7	8	8	Maroochydore Road	Broadmeadows Road, Evans St	Maroochydore	Dept of Main Roads
8	8	8	Queen Street	Wharf St, Eagle St	Brisbane City	Brisbane City Council
9	7	18	Southport - Nerang Rd	Ashmore Rd	Ashmore	Dept of Main Roads
10	7	11	Mt Lindesay Hwy	Brisbane St, Mary St, South St	Jimboomba Town	Dept of Main Roads
11	7	10	Russell Street	Edmondstone Street	South Brisbane	Brisbane City Council
12	7	9	Snook Street	Duffield Road	Clontarf	Dept of Main Roads
13	7	9	Beaudesert Nerang Road	Mount Nathan Road	Nerang	Dept of Main Roads
14	7	8	Mulgrave Road	McCoombe Street	Cairns	Dept of Main Roads
15	7	7	Cairns Western Art Rd (Pease St, Alfred St)	Moody Street, Hoare Street	Cairns	Dept of Main Roads
16	7	7	Fison Avenue West	Eagleview Place	Eagle Farm	Dept of Main Roads
17	7	7	Lutwyche Road	Chalk Street, Thistle St	Lutwyche	Brisbane City Council
18	6	11	Brisbane - Beenleigh Rd (Kingston Rd)	Park Road	Woodridge	Brisbane City Council
19	6	9	Reedy Creek Road	Taree St, Executive Dr	Burleigh Waters	Dept of Main Roads
20	6	9	Mulgrave Road	Tills Street	Cairns	Dept of Main Roads

Note: This report lists intersections that have had the greatest number of serious crashes (within a 75 metres diameter) over 3 years and does not mean they are "black-spots", or unsafe, or dangerous, or of greater risk, as roads having greater traffic volumes are likely to also have a greater number of crashes. To assess risk would require a more detailed investigation conducted by a road safety engineer or technical officer who is experienced in conducting road safety audit and crash analysis.