

Road sections (1 km length) having the greatest frequency of serious crashes (fatal and hospitalisation)
Queensland, July 2003 to June 2006

Ranking	Serious Crashes	Serious Casualties	Street	Section	Area	Controlling Authority
1	14	14	Pacific Motorway	Riverside Expressway	Brisbane City	Dept of Main Roads
2	13	18	Pacific Motorway	Rosedale Ave to Rochedale Rd	Rochedale South	Dept of Main Roads
3	13	14	Gateway Motorway - North	Near St John Fisher College	Braekon Ridge	Dept of Main Roads
4	13	13	Lutwyche Road	Butterfield St to Cartwright St	Windsor	Brisbane City Council
5	12	15	Pacific Motorway	Cornwall St to Lewisham St	GreenSlopes	Dept of Main Roads
6	12	13	Pacific Motorway	Beenleigh-Redland Bay Rd to Logan Mwy	Logan	Dept of Main Roads
7	11	15	Bruce Hwy	Caloundra Turn off	Glenview	Dept of Main Roads
8	11	15	Pacific Motorway	North of Klump Rd exit	Nathan	Dept of Main Roads
9	11	14	Gold Coast Hwy	Stevens St to Central St	Labrador	Dept of Main Roads
10	11	13	Lutwyche Road	Stoneleigh St to Windsor Ave	Lutwyche	Brisbane City Council
11	10	15	Pacific Motorway	Logan Rd	Eight Mile Plains	Dept of Main Roads
12	10	13	Pacific Motorway	Esher Rd	Tarragindi	Dept of Main Roads
13	10	13	Bruce Hwy	North of Morafield Rd	Burpengary	Dept of Main Roads
14	10	12	Gateway Motorway - South	South of Mt Gravatt Capalaba Rd	Rochedale	Dept of Main Roads
15	10	10	Roma Street	Vulture St to Ipswich Rd	Brisbane City	Brisbane City Council
16	9	13	Pacific Motorway	Maroochy River	Woolloongabba	Dept of Main Roads
17	9	12	Sunshine Mwy	Nerang River Bridge	Maroochydore	Dept of Main Roads
18	9	11	Gold Coast Hwy	Nicklin Way	Southport	Dept of Main Roads
19	9	11	Pacific Motorway	Gateway Motorway	Warana	Dept of Main Roads
20	9	11	Pacific Motorway	Gateway Motorway	Eight Mile Plains	Dept of Main Roads

Note: This report lists road sections that have had the greatest number of serious crashes 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.

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

Ranking	Serious Crashes	Serious Casualties	Street	Intersecting Street	Area	Controlling Authority
1	12	14	Mt Lindsey Art. Rd (Beaudesert Rd)	Brauman 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	Kockleigh	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 Lindsey Hwy	Brisbane St, Mary St, Sequin 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 Nairn 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	Brisbane City Council
17	7	7	Lutwyche Road	Chalk Street, Thistle St	Lutwyche	Brisbane City Council
18	6	11	Brisbane - Beenleigh Rd (Kingston Rd)	Park Road	Woodridge	Dept of Main Roads
19	6	9	Reedy Creek Road	Three 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.