

Queensland 2026-27 Black Spot Program

Project Name	Problem Description	Project Description	Australian Gov't Funding	Council Contribution
Mount Juillerat Drive, Redbank Plains – Vehicle Activated Signage and Audio Tactile Line Marking	High crash risk due to vehicles running off the curve in the northeast direction. Speed and visibility issues identified. The installation of a guardrail is not considered suitable due to the presence of a driveway along the curved section.	Signage and delineation	\$ 97,000	
Strathpine – Samsonvale Road / Bland Street intersection, Strathpine – intersection safety improvements to prohibit right turns	Crash data indicates history of right-turning vehicles from Bland Street impacted by through vehicles approaching from the eastern approach on Samsonvale Road.	Signage, pedestrian safety treatment, traffic calming and pavement markings	\$ 80,000	
Roma Street / Saul Street intersection, Brisbane City – raised priority crossing	Five-way signalised intersection with 11 injury crashes in 5 years, including pedestrian crashes at the slip lane due to drivers failing to give way. Pedestrian safety needs improvement and requires a controlled crossing.	Signalisation, signage, pedestrian crossing and vegetation removal	\$ 779,000	
Azalea Street various intersections between Jasmine Street and Tallow Street, Inala – upgraded signage and line marking	Straight-line geometry on Azalea St encourages high speeds, which impacts gap acceptance and sight distance for side street drivers. Twelve failure-to-give-way intersection crashes and three parked-car hits show significant safety issues.	Speed limit review, signage and linemarking, bus stop relocation and vegetation removal	\$ 667,000	

Clarence Road / Westminster Road intersection, Indooroopilly – intersection safety upgrade	Crash data indicates vehicles turning right from Clarence Road fail to give way to traffic going through intersection. Seven right-turn crashes attributed to inappropriate gap selection due to delays with high traffic volumes.	Signalisation, geometric improvements, lighting and drainage	\$ 960,000	
Diamond Jubilee Way, North Lakes – signage and bike lanes	There has been a significant number of intersection-type crashes that are isolated locally at the intersection. Assessment has determined that conspicuity of the intersection likely to be an issue.	Signalisation, signage, pavement marking	\$ 1,784,000	
Honour Avenue / Long Street intersection, Graceville – signalisation upgrade	Crash data indicates motorists turning right from Honour Ave failing to give way and colliding with vehicles on Honour Ave. Vehicles turning left from Honour Ave via the slip lane failing to give way to pedestrians/cyclists.	Signalisation, median treatment, lighting and drainage	\$ 939,000	
Third Avenue / Macarthy Road intersection, Marsden – roundabout and wombat crossing	Multiple crashes attributed to existing roundabout that doesn't enforce vehicle deflection, allowing drivers to drive straight through, reducing the need to slow down or give-way.	Roundabout, pedestrian crossings and lighting	\$ 1,300,000	
Fryar Road / River Hills Road intersection, Eagleby – intersection signalling improvements	Eleven crashes in 5 years linked to poor visibility of traffic signal lanterns, with a power pole blocking sightlines. Inadequate signal visibility is the key safety issue contributing to repeated crash types.	Signalisation and sealing	\$ 700,000	

Wuraga Road, Beenleigh – curve safety improvements	Fifteen crashes in 5 years linked to substandard horizontal and vertical curves, poor road condition with no shoulders, poor lighting at night, deceptive horizontal road alignment and poor sight lines.	Barriers, signage, delineation, widening and reseal	\$ 2,000,000	
Ballinger Road, Buderim – Vehicle Activated Signage and Delineation Upgrade	Tight curve, poor sight distance from vegetation, no shoulders, inadequate lighting and missing warning/delineation devices. These conditions contribute to off-road and head-on crashes, especially for unfamiliar drivers.	Signage, delineation and vegetation clearing	\$ 467,500	
Mount Lindesay Highway / Fedrick Street, Boronia Heights – Roundabout and crossings	Five crashes caused by drivers not stopping at Mt Lindesay Hwy Service Road STOP signs. Persistent STOP-sign non-compliance is the key safety problem, creating a high-risk conflict point and resulting in multiple injuries.	Roundabout, pedestrian crossings and lighting	\$ 1,000,000	
Burpengary Road / Burpengary Station Road / Henderson Road / Rowley Road intersection, Burpengary – raised crossings and signage	Thirteen crashes, including 8 intersection crashes, linked to vehicles travelling too fast through the intersection. Excessive approach speeds are the key safety issue, increasing crash likelihood and severity.	Pedestrian crossings, and signage	\$ 809,000	
Archerfield Road / Azalea Street / Pine Road intersection, Richlands – intersection signalisation	Straight intersection geometry encourages high speeds, reducing gap acceptance and sight distance. Crash data shows frequent failure-to-give-way from Pine St and Azalea St, worsened by heavy-vehicle volumes that increase crash severity.	Signalisation, drainage and lighting	\$ 3,000,000	\$2,921,500

Bertha Street / Mill Street intersection, Goodna – Installation of a Mast Arm, Overhead Signal Face and Pedestrian Protection	Frequent crashes from Bertha Street north and south suggest poor signal visibility or intersection awareness. The crest on the southern leg of the intersection may also be obscuring the signals or making them less prominent.	Signalisation	\$ 129,000	
First Avenue, Bongaree – road delineation	Crash data analysis determined that there were crashes occurring due to the cross-section of the road not providing a protected turning area. There were also instances of motorists undertaking dangerous U-turn movements.	Pavement markings, signage, delineation, lighting	\$ 455,500	
Miles Street/Alma Street intersection, Mount Isa – Speed limit reduction and splitter islands	Three incidents reported in the past 5 years. Drivers observed ignoring centre line marking and faded line marking reduces visibility, especially at night.	Speed limit reduction and traffic islands	\$ 150,000	
Long Street / Stephen Street intersection, South Toowoomba – wombat crossings and speed reduction	High crash concentration on Long and Stephen Street (between Ruthven and West Street), supported by ongoing customer complaints. Crashes include rear-end collisions, pedestrian and footpath-related crashes and crashes related to losing control on a curve.	Speed limit reduction and pedestrian crossings	\$ 231,500	
Bourbong Street (Takalvan Street to Burkitt Street), Bundaberg West – wombat crossings	Bourbong Street is in a High Active Transport User Area. Eight crashes over 5 years including pedestrian and manoeuvring crashes. Multiple conflict points exist.	Speed limit reduction, pedestrian crossings, delineation, fencing and pedestrian safety treatments	\$ 315,500	

Kent Street / Lennox Street intersection, Maryborough – Signal Upgrade	Existing signals allow for a filtered turn for right-turning movements. The right-turn movement seems to be the predominant crash type, with drivers failing to judge the gap for the turns.	Signalisation, delineation and pavement markings	\$ 190,000	
Diddillibah Road, Diddillibah – Signage Upgrade	Winding road with substandard curves, narrow/no shoulders and road visibility issues. High speeds contribute to frequent crashes. Lack of delineation leaves drivers with poor guidance, especially in low-visibility conditions.	Delineation, signage and speed limit reduction	\$ 707,000	
Railway Street / North Street intersection, Gatton – wombats, signage and surface treatments	High Active Transport User Area zone with crashes involving pedestrians, fixed objects, manoeuvring and through-traffic conflicts. Seven injury crashes show poor pedestrian safety, visibility issues and unclear driver guidance.	Pedestrian crossings, signage and surface treatments	\$ 398,000	
Mount Jockey Road, Ravensbourne – upgraded signage and line marking	Mt Jockey Road has multiple curve-related crashes, mainly loss-of-control and head-on. Substandard curve delineation and hazards. Primary causal factors of crashes are curve-related issues for vehicles resulting in loss of control.	Delineation, signage and linemarking	\$ 253,000	
George Street / Walla Street intersection, Bundaberg South – pedestrian refuges with zebra crossings	Busy roundabout near schools with six intersection crashes, including three involving vulnerable riders. Speed through the roundabout is too high, creating safety risks for pedestrians and riders.	Pedestrian crossings	\$ 166,000	

West Street / Stenner Street intersection, Kearneys Spring – fully controlled signalised right turn and vulnerable user improvements	High crash concentration on Long Street and Stephen Street, and customer concerns raised about unsafe right turns. Issues stem from inadequate right-turn control.	Signalisation, pavement markings, pedestrian safety treatments	\$ 549,500	
West Street / Spring Street intersection, Kearneys Spring – fully controlled signalised right turn and vulnerable user improvements	Concentrated number of crashes likely related to the perception and understanding of the existing intersection arrangements. Additional factors are the existing filter right turns, and missing pedestrian crossing on the northern leg of West Street.	Signalisation, pedestrian crossing, and delineation	\$ 371,000	
Lindsay Street, East Toowoomba – wombats and signage	Cause of crashes related to driver behaviour, speed, perception and adherence to intersection and other controls, and pedestrian issues.	Speed limit reduction, pedestrian crossings, signage and pavement marking	\$ 486,000	
Lorikeet Road / Wagtail Drive / Lyrebird Road intersection, Regency Downs – Shoulder Widening, Signage and Pavement Markings	Crash history indicates priority/sight-distance issues, poor night delineation, drivers not complying with markings/signs (high speed entries/exits, failing to give way, lane encroachment, narrow seal and a curve with poor sight distance.	Road widening, line marking, delineation and lighting	\$ 439,500	
Rocks Road, Pie Creek – Realignment and Reconstruction	Two crashes linked to narrow road formation, poor geometry, inadequate warning signs and insufficient curve delineation. Issues include off-path and head-on risk due to tight curves and limited guidance.	Geometric improvements, delineation and signage	\$ 631,000	

Glen Road / Lyndhurst Lane intersection, Warwick – intersection safety upgrade	The major cause of the crashes was the vehicles from Lyndhurst Lane failing to give way.	Delineation, signage, widening, speed limit reduction, and vegetation clearing	\$ 280,000	
Sims Road, Walkervale – wombats	Anti-social driving behaviour reported with 9 crashes in 5 years, including run-off-road and intersection crashes. Sims Road facilitates access to local roads, a primary school and over 100 property accesses.	Speed limit reduction, pedestrian crossings, linemarking and traffic calming	\$ 1,165,000	
Lake Clarendon Way Road – Widening, linemarking, roadside barriers	Crash history indicates multiple off-path crashes on a substandard curve with poor geometry, inadequate delineation and signage, narrow or unsealed shoulders, roadside hazards and high speeds.	Widening, delineation, signage, surface treatments and barriers	\$ 542,500	
Faltdt Street / Mimmagh Street intersection, Norville – roundabout and wombat crossings	Faltdt is long and straight encouraging high speeds, and this is the only intersection where drivers must give way, leading to repeated failure-to-give-way crashes and property strike incidents. Sight and speed issues create a high-risk intersection.	Roundabout and pedestrian crossings	\$ 345,000	
Chevallum Road, Chevallum – Safety Package incorporating guardrail, linemarking and alignment markers	High-risk site with 10 crashes due to obscured sightlines, narrow shoulders, poor curve delineation, no lighting, lack of guardrails, poor contrast delineation of bridge kerb and road conditions contributing to fatal and serious off-curve crashes.	Barriers, delineation, linemarking and lighting	\$ 2,000,000	\$150,500

Three Chain Road / Dahls Road intersection, Calavos – Rail crossing safety upgrade	Limited sight distance, poor night visibility, high speeds on Dahls Road, stop sign non-compliance, and nearby uncontrolled cane rail crossings create a high-risk intersection, contributing to recent hospitalisation crashes.	Widening, signage and speed limit reduction	\$ 620,000	
Stanley Street / Bolsover Street intersection, Rockhampton – roundabout	Crashes due to vehicles on Bolsover Street failing to give way. Wide carriageways and long priority on Bolsover St create a large conflict zone and false right-of-way expectation, causing repeated crashes from failure to give way.	Roundabout, pedestrian facilities, lighting and speed limit reduction	\$ 1,507,000	
Woongarra Street / Bingera Street, Bundaberg Central – intersection upgrade to roundabout	Three crashes caused by Woongarra Street drivers failing to give way, with all resulting in hospitalisation. Angle parking severely restricts sight distance, creating a high-risk intersection near a hospital zone.	Roundabout and pedestrian crossings	\$ 553,000	
Grace Street / Rankin Street intersection, Innisfail – roundabout with wombats	The intersection's geometry and poor sight distance have contributed to crashes, particularly for vehicles approaching from Rankin Street South. Crash history indicates a high risk of side-impact (T-bone) and head-on collisions.	Roundabout, pedestrian crossings, pedestrian safety treatments and signage	\$ 1,507,500	
Ron Searle Drive, South Mackay – Pedestrian Protections	The crash history indicates crashes involving loss of vehicle control on curves, leading to off-road departures posing significant risks to vulnerable road users, including pedestrians and cyclists.	Delineation and barriers	\$ 134,000	

Yarrabilba Drive / Summerview Avenue intersection, Yarrabilba – Improved roundabout design	Local resident complaints of vehicles speeding through the roundabout and losing control, one incident involves a vehicle crashing into the front yard of a house. Preliminary investigations indicate poor horizontal curve deflection.	Pavement markings and pedestrian crossings	\$ 300,000	
Bootooloo Road, Bowen – Line Marking and Signage Upgrade	Crash history shows vehicles losing control and leaving the road due to missing/faded line marking, narrow shoulders, and high speeds. One rear-end crash during a U-turn also occurred.	Delineation, signage, and new seal	\$ 393,500	
Victoria Street / Mangrove Road / Milton Street intersection, South Mackay – channelised right turn	Insufficient sight and stopping distance at the roundabout is causing rear-end and T-bone crashes. Frequent traffic backups and driveway movements worsen congestion and safety risks for all road users.	Widening and delineation	\$ 156,000	
Moondarra Drive, Mt Isa – linemarking and guideposts	Crash history for past 5 years identifies 5 incidents along the road corridor. Three incidents occurred during dark conditions. In addition, 3 incidents involve vehicles veering off the carriageway or losing control.	Delineation, barriers, vegetation clearing and speed limit reduction	\$ 290,000	
Moondarra Drive / Ryans Road intersection, Mt Isa – horizontal alignment	Mt Isa City Council has received numerous calls of vehicles colliding with barriers at the intersection. In addition, a fatality was reported in 2024, however, incident data is not yet available.	Road alignment, signage and linemarking	\$ 330,000	