

SPEED LIMIT REVIEW CHECKLIST FORM

RED TEXT = Engineer undertaking SLR to complete
GREEN TEXT = Responsible Officer to complete

SITE DETAILS

Road Authority: Department of Transport and Main Roads District Date of Assessment: ...14/10/22.....
 Local Government Agency Assessor:John Smith.....

Road Name:NA – Area Review..... LGA Name:Progressive City Council.....

Road Number (if applicable): TMR District Name:Eastern Region.....

Suburb:Safetown..... Reference:221014 Safetown local area – 01.....

	Location or Reference Point	Chainage or Distance	GPS Coordinates (decimal degrees)	
			Latitude	Longitude
Start	Diagram below, measured from top left	-	-23.331234	150.416353
End	Diagram below, from bottom right	-	-23.343121	150.535121

Existing Speed Limit (km/h): Segment Length (km): Traffic Volume (vpd):

Aerial Imagery of Speed Zone: Pedestrian Volume (ppd):



STAGE 1 – NEED FOR REVIEW IDENTIFIED?

Detail circumstances that lead to a speed limit review being requested (*QRSTUV GSM Section 3.5.1*):

Community request to reduce speed due to improve amenities for pedestrians and cyclists, from current 50km/h posted speed limits.

Desktop Review - Detail circumstances that require the need for a full speed limit review to be undertaken:

Crash rate for link appears to have increased since last speed limit review.

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STAGE 2 – CRITERIA BASED SPEED LIMIT (CBSL) ASSESSMENT

1. Is the road segment a foreshore? *Refer to QRSTUV GSM Section 4.3.1 for definition of foreshore*
 No – go to Question 2
 Yes – refer to QRSTUV GSM Section 4.3.1 and go to Stage 6 (Other considerations)
2. Is the road considered a car park or access driveway?
 No – go to Question 4
 Yes – go to Question 3
3. In the car park, are traffic calming devices present?
 No – adopt 20km/h speed limit and go to Stage 6 (Engineer Recommendation)
 Yes – adopt 10 km/h speed limit and go to stage 6 (Other considerations)
4. Is the road segment a Shared Zone? *Refer to QRSTUV GSM Section 4.3.2 for definition of Shared Zone*
 No – go to Question 5
 Yes – refer to Section 4.3.2 and go to Stage 6 (Other considerations)
5. Is the road unsealed or have a narrow seal? *Refer to QRSTUV GSM Section 4.3.3 for definition of unsealed road or road with a narrow seal.*
 No – go to Question 6
 Yes – refer to QRSTUV GSM Section 4.3.3 and go to Stage 6 (Other considerations)
6. Is the speed zone a High Active Transport User Area (HATUA)? *Refer to QRSTUV GSM Section 4.3.4 for definition of HATUA*
 No – go to Question 7
 Yes – refer to QRSTUV GSM Section 4.3.4 and go to Stage 6 (Other considerations)
7. Is the speed zone an Urban Local / Access Street? *Refer to QRSTUV GSM Section 4.3.5 for Urban Local / Access Street definition*
 No – go to Question 8
 Yes – refer to QRSTUV GSM Section 4.3.5 and go to Stage 6 (Other considerations)
8. Is the speed zone considered to be a footpath or shared path with a different posted speed to the road? *Refer to QRSTUV GSM Section 4.3.6 for Footpath or shared path speed zones definition*
 No – CBSL do NOT apply, go to Stage 3 (Risk Assessed Speed Limit) and Stage 4 (Speed Data Speed Limit)
 Yes – refer to QRSTUV GSM Section 4.3.6 and go to Stage 6 (Other considerations)

STAGE 3 – RISK ASSESSED SPEED LIMIT (RASL) ASSESSMENT

Crash Risk Rating (CRR)					Infrastructure Risk Rating (IRR)	
DCA Group	Description	(L) FSI Index	(H) FSI Index	No. Casualty Crashes	Road Attribute	Category
1	Intersection, from adjacent approaches	0.46	0.73		Road stereotype	
2	Head-on	0.85	1.44		Alignment	
3	Opposing vehicles, turning	0.53	0.84		Sealed shoulder width	
4	Rear-end	0.25	0.37		Lane width	
5	Lane change	0.34	0.42		Roadside hazard risk - left side	
6	Parallel lanes, turning	0.36	0.59		Roadside hazard risk - right side	
7	U-turn	0.39	0.57		Land use	
8	Entering roadway	0.38	0.71		At-grade intersection density	
9	Overtaking, same direction	0.50	0.65		Access density	
10	Hit parked vehicle	0.43	0.81		Traffic volume	
11	Hit train	1.07	0.90		IRR Score	
12	Pedestrian	0.60	0.98			
13	Permanent obstruction on carriageway	0.28	0.53		Road Risk Metric (RRM)	
14	Hit animal	0.53	0.55		CRR Band	
15	Off carriageway, on straight	0.54	0.70		IRR Band	
16	Off carriageway, on straight, hit object	0.60	0.66		RRM	
17	Out of control, on straight	0.55	0.73			
18	Off carriageway, on curve	0.65	0.59		Road Classification	
19	Off carriageway, on curve, hit object	0.65	0.71		Environmental Context Class	
20	Out of control, on curve	0.67	0.66		Functional Classification	
21	Other	0.51	0.63			
Est. FSI per 10⁸ VKT					Risk Assessed Speed Limit (km/h)	
Crash Data Period (5 years)						
From (inclusive):						
To (inclusive):						

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Additional comments (if required):

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STAGE 4 – SPEED DATA SPEED LIMIT (SDSL) ASSESSMENT

Mean Speed (km/h): Speed Data Conforms with Speed Limit (Y/N) :.....

Upper Limit of 15km/h Pace Speed (km/h): Speed Limit Suggested by Speed Data (km/h):

Percentage within Pace Speed (%):

Speed Data Speed Limit (km/h):

Additional comments (if required) (e.g. dates, times, locations and descriptions of speed data collected):

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STAGE 5 – ASSESSED SPEED CONSIDERATION

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| <p>1. Does SDSL Correlate with RASL?</p> <p><input type="checkbox"/> No – go to Question 2</p> <p><input type="checkbox"/> Yes – consider correlated Speed Limit and go to Stage 6 (Other considerations)</p> | <p>2. Is SDSL lower than RASL?</p> <p><input type="checkbox"/> No – consider RASL & consider speed management activities and go to Stage 6 (Other considerations)</p> <p><input type="checkbox"/> Yes – consider SDSL and go to Stage 6 (Other considerations)</p> |
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Considered Speed Limit (km/h):

Additional comments related to speed management activities (if required) (*QRSTUV GSM Section 6.1*):

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STAGE 6 – OTHER CONSIDERATIONS

Are there other site specific circumstances that may apply or exist that could affect the selection of an appropriate speed limit? (refer to *QRSTUV GSM Section 7* for relevant guidance, sub-sections as per below):

	Yes	No
Is there school activity in the speed zone? (<i>Section 7.1</i>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is a variable speed limit sign appropriate? (<i>Section 7.2</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a dual speed zone required? (<i>Section 7.3</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road a traffic carrying road through strip-shopping centres or commercial area? (<i>Section 7.4</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road a speed zone on an arterial road through a rural town? (<i>Section 7.5</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there a high crash rate? (<i>Section 7.6</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there a high crash rural intersection? (<i>Section 7.7</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road being considered for a 110km/h speed limit? (<i>Section 7.8</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the road have a rough surface? (<i>Section 7.9</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there a temporary speed limit being proposed? (<i>Section 7.01</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the speed limit for a roundabout? (<i>Section 7.11</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road mountainous? (<i>Section 7.12</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road a service road? (<i>Section 7.13</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there a signalised intersection on the road section? (<i>Section 7.14</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road section an on or off ramp? (<i>Section 7.15</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road section a laneway? (<i>Section 7.16</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the speed limit proposed to be offset? (<i>Section 7.17</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there other circumstances to consider? (<i>Section 7.18</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Assessed Speed Limit (km/h): 40

Additional comments related to other considerations (if required, particularly noting if there is more than one speed limit, such as for a school zone, variable speed limits, dual speed limits or path speed limits):

Looking at Probe Speed Data for the area has indicated that the upper 15km/h pace is less than
49km/h, which would support a speed limit of 40km/h for the area.

It was noted that there are two existing schools within the area, both with existing school zones. It would
be recommended that these be retained, although the signage modified to reflect that the speeds at all
times will be 40km/h for the area.

STAGE 7 – ENGINEER RECOMMENDATION

SUMMARY OF TECHNICAL ASSESSMENTS

Stage 2 – CBSL Apply (Y/N): Y	if Yes, Details: Urban Local/Access Street, <49km/h
Stage 3 – RASL Speed Limit (km/h):	Upper Limit of Pace Speed
Stage 4 – SDSL Speed Limit (km/h):	Safety Works Required (Y/N): N
Stage 5 – Considered Speed Limit (km/h):	Speed Management Activities Recommended: (Y/N): N
Stage 6 – Assessed Speed Limit (km/h): 40	More than one Speed: (Y(km/h)/N): Y, school zones
Stage 7 – Recommended Speed Limit (km/h): 40	More than one Speed: (Y(km/h)/N): N, remove school zones

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STAGE 8 – APPROVAL AND IMPLEMENTATION

SPEED MANAGEMENT COMMITTEE FINDINGS:

SMC Endorse Engineers' Recommendations (Y/N): **Y** Date of SMC: **14/11/22**

If No, provide justification:

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NOTE: Attach documented findings from the Speed Management Committee to this Form

Where the SMC has **NOT** endorsed the recommendations of the engineer, the responsible officer shall require the engineer to reconsider the recommendation (*refer to QRSTUV GSM Section 9.2*).

RESPONSIBLE OFFICER APPROVAL:

Approved Speed Limit (km/h): **40** Name: **Jane Smith**
Additional Approved Works (if applicable): Position: **Manager (Road Operations)**
..... Signature: **Signature Here**
..... Date: **28/11/22**

NOTE: The responsible officer shall provide a copy of the documentation that supports this Speed Limit Review to either through the approved online system or email to speedlimitreview@tmr.qld.gov.au.

STAGE 9 – MONITOR & EVALUATE

Will the speed limit or speed environment be altered as a result of the recommendations contained within this speed limit review?

- Yes – program post-implementation to occur within 3 months following implementation and schedule routine review in 5 years or sooner
 No – schedule routine review in 5 years or sooner

Date of Next Review: **28/2/23**

MISCELLANEOUS

Enhanced enforcement of this site by QPS has been requested by reporting the outcome of this speed limit review to:

- Local Traffic Advisory Committee (TAC)
 Local Speed Management Committee (SMC)
 Regional QPS Traffic Co-Ordinator

Reported by:
Position:
Date:

Additional Comments (if required):

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