

SPEED LIMIT REVIEW CHECKLIST FORM

SITE DETAILS

Road Authority: Department of Transport and Main Roads (TMR) District
 Local Government Agency

Road Name: Juice Road

LGA Name: ABC City Council

Road Number (if applicable): -

TMR District Name: XYZ Region

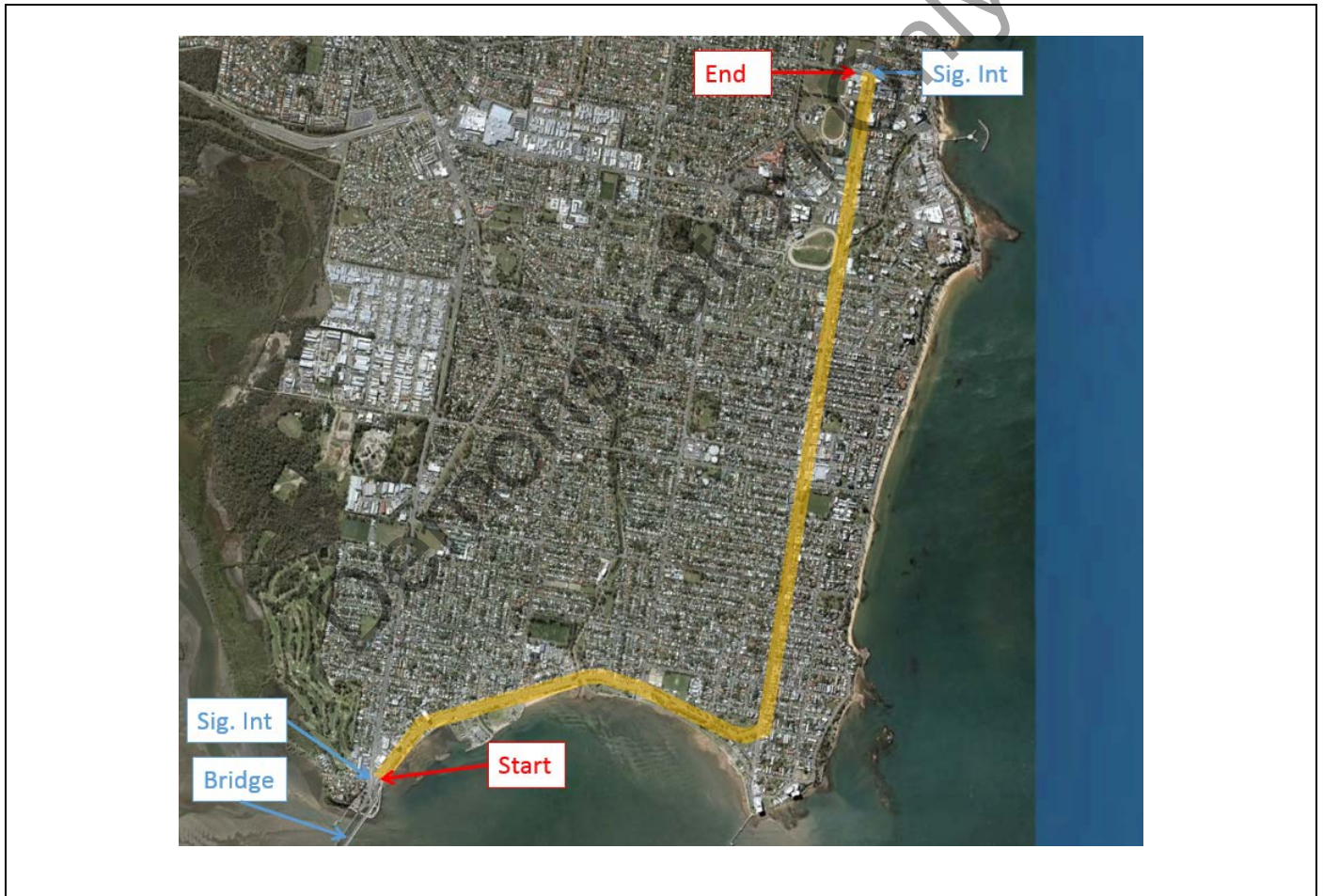
Suburb: Mold Coast

Reference: Juice Road - 01

	Location or Reference Point	Chainage or Distance	GPS Coordinates (decimal degrees)	
			Latitude	Longitude
Start	signalised int. after bridge	0	-27.252°	153.101°
End	signalised int.	7.6	-27.230°	153.109°

Existing Speed Limit (km/h): 60 Traffic Volume (vpd): 19,435 Segment Length (km): 7.6

Aerial Imagery of Speed Zone:



STAGE 1 – NEED FOR REVIEW IDENTIFIED?

Detail circumstances that lead to a speed limit review being undertaken:

Programmed works.

Speed limit review was last undertaken approximately five years ago on this section of the road.

NOTE: TMR's Manual of Uniform Traffic Control Devices Part 4: Speed Controls (MUTCD Part 4) Section 3.5.1 details typical but not all circumstances that may lead to a speed limit review being undertaken.

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STAGE 2 – CRITERIA BASED SPEED LIMIT (CBSL) ASSESSMENT

1. Is the road segment a foreshore? *Refer to MUTCD Part 4 Section 4.3.1 for definition of foreshore*
 No – go to Question 2
 Yes – refer to MUTCD Part 4 Section 4.3.1 and go to Stage 6 (Engineer Recommendation)
2. Is the road considered a car park or access driveway?
 No – go to Question 4
 Yes – go to Question 3
3. 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 (Engineer Recommendation)
4. Is the road segment a Shared Zone? *Refer to MUTCD Part 4 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 (Engineer Recommendation)
5. Is the road unsealed or have a narrow seal? *Refer to MUCD Part 4 Section 4.3.3 for definition of unsealed road or road with a narrow seal.*
 No – go to Question 6
 Yes – refer to MUTCD Part 4 Section 4.3.3 and go to Stage 6 (Engineer Recommendation)
6. Is the speed zone a High Active Transport User Area (HATUA)? *Refer to MUCD Part 4 Section 4.3.4 for definition of HATUA*
 No – go to Question 7
 Yes – refer to MUTCD Part 4 Section 4.3.4 and go to Stage 6 (Engineer Recommendation)
7. Is the speed zone an Urban Local / Access Street? *Refer to MUCD Part 4 Section 4.3.5 for Urban Local / Access Street definition*
 No – CBSL do NOT apply, go to Stage 3 (Risk Assessed Speed Limit) and Stage 4 (Speed Data Speed Limit)
 Yes – refer to MUTCD Part 4 Section 4.3.5 and go to Stage 6 (Engineer Recommendation)

STAGE 3 – RISK ASSESSED SPEED LIMIT (RASL) ASSESSMENT

Crash Risk Rating (CRR)

DCA Group	Description	No. Casualty Crashes
1	Intersection, from adjacent approaches	22
2	Head-on	1
3	Opposing vehicles, turning	7
4	Rear-end	18
5	Lane change	1
6	Parallel lanes, turning	0
7	U-turn	1
8	Entering roadway	7
9	Overtaking, same direction	0
10	Hit parked vehicle	2
11	Hit train	0
12	Pedestrian	5
13	Permanent obstruction on carriageway	0
14	Hit animal	0
15	Off carriageway, on straight	0
16	Off carriageway, on straight, hit object	4
17	Out of control, on straight	0
18	Off carriageway, on curve	0
19	Off carriageway, on curve, hit object	1
20	Out of control, on curve	1
21	Other	0
Est. FSI per 10⁸ VKT		23.06
Crash Data Period (5 years)		
From (inclusive):	Jul2012 (inclusive)	
To (inclusive):	Jul2017 (inclusive)	

Infrastructure Risk Rating (IRR)

Road Attribute	Category
Road stereotype	Divided - Traversable
Alignment	Straight or gentle
Sealed shoulder width	Very wide shoulder
Lane width	Medium
Roadside hazard risk - left side	Severe
Roadside hazard risk - right side	Low
Land use	Urban Residential
At-grade intersection density	5 to < 10 per km
Access density	10 to < 20 per km
Traffic volume	N/A
IRR Score	1.51

Road Risk Metric (RRM)

CRR Band	Medium
IRR Band	Low-Medium
RRM	Medium

Road Classification

Environmental Context Class	Urban
Functional Classification	Arterial

Risk Assessed Speed Limit (km/h):	60
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Additional Comments (if required):

RASL was undertaken for both Gazettal and Against-Gazettal carriageways.
The results shown above are of the Gazettal carriageway. The Against-Gazettal Carriageway was estimated to have a Low RRM (Low CRR & Low-Medium IRR). The Gazettal carriageway has the lower RRM therefore has been adopted.

STAGE 4 – SPEED DATA SPEED LIMIT (SDSL) ASSESSMENT

Mean Speed (km/h): 49.66 Speed Data Conforms with Speed Limit (Y/N) :..... Y
Upper Limit of 15km/h Pace Speed (km/h): 58 Speed Limit Suggested by Speed Data (km/h): N/A
Percentage within Pace Speed (%): 74.03
Speed Data Speed Limit (km/h): 60

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

Speed Data was collected over a 7-day period. Vehicle data recorded on Monday-Friday between 6am and 6pm with a headway of ≤ 3 seconds was utilised for the speed data analysis.
The speed data was collected on a straight segment, away from signalised and priority-controlled intersections. The conditions at the time were clear and dry. The road was free of any road works and maintenance.

STAGE 5 – OPTION SELECTION

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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1. Does SDSL Correlate with RASL?
<input type="checkbox"/> No – go to Question 2
<input checked="" type="checkbox"/> Yes – adopt correlated Speed Limit and go to Stage 6 (Engineer Recommendation)</p> | <p>2. Is SDSL lower than RASL?
<input type="checkbox"/> No – Adopt RASL & Consider Speed Management Activities and go to Stage 6 (Engineer Recommendation)
<input type="checkbox"/> Yes – Adopt SDSL and go to Stage 6 (Engineer Officer Recommendation)</p> |
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STAGE 6 – ENGINEER RECOMMENDATION

SUMMARY OF TECHNICAL ASSESSMENTS

Stage 2 – CBSL Apply (Y/N): N	if Yes, Details: -
Stage 3 – RASL Speed Limit (km/h): 60	Safety Works Required (Y/N): N
Stage 4 – SDSL Speed Limit (km/h): 60	Speed Management Activities Recommended: (Y/N): N
Stage 5 – Recommended Speed Limit (km/h): 60	

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ENGINEERS RECOMMENDATION:

Do you (the Engineer) Accept the Recommendations of the Technical Assessments Summarised Above (Y/N):**Y**.....

If Yes, provide details of any accompanying works or 'Other Circumstances' (MUTCD Part 4 Section 7.2) recommended (if applicable):

.....
The RASL appears appropriate. The SDSL indicates drivers are conforming with the existing 60km/h there does not appear to be any additional measures necessary.
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.....
There are a number of schools along the length of the speed zone that will retain the existing School Zone Speed Limits
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If No, detail Alternate Recommendation and Provide Reasons / Justification of your (the Engineers) Recommendation:

.....
N/A
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RESPONSIBLE OFFICER'S ACCEPTANCE OF ENGINEERS RECOMMENDATION:

- Do you (the Responsible Officer) Accept the Recommendations of the Engineer:
- No – return to suitably qualified Engineer to repeat Stages 1 - 5 with justification
 - Yes – submit to SMC

Responsible Officer Signature:
Date:

NOTE: In accepting the Engineering Recommendations the responsible officer accepts that the speed limit review has been completed in accordance with the process outlined within Section 8.4 of TMR's MUTCD Part 4, by a certified engineer experienced in undertaking speed limit reviews and general road safety matters.

STAGE 7 – APPROVAL AND IMPLEMENTATION

SPEED MANAGEMENT COMMITTEE FINDINGS:

SMC Endorse Engineers' Recommendations (Y/N): Date of SMC:

If No, advice preferred recommendation and 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 recommendation of the engineer, the responsible officer must require the engineer to reconsider the recommendation

