

SPEED LIMIT REVIEW CHECKLIST FORM

SITE DETAILS

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

Road Name: **Pan Road**

LGA Name: **ABC City Council**

Road Number (if applicable): **-**

TMR District Name: **XYZ District**

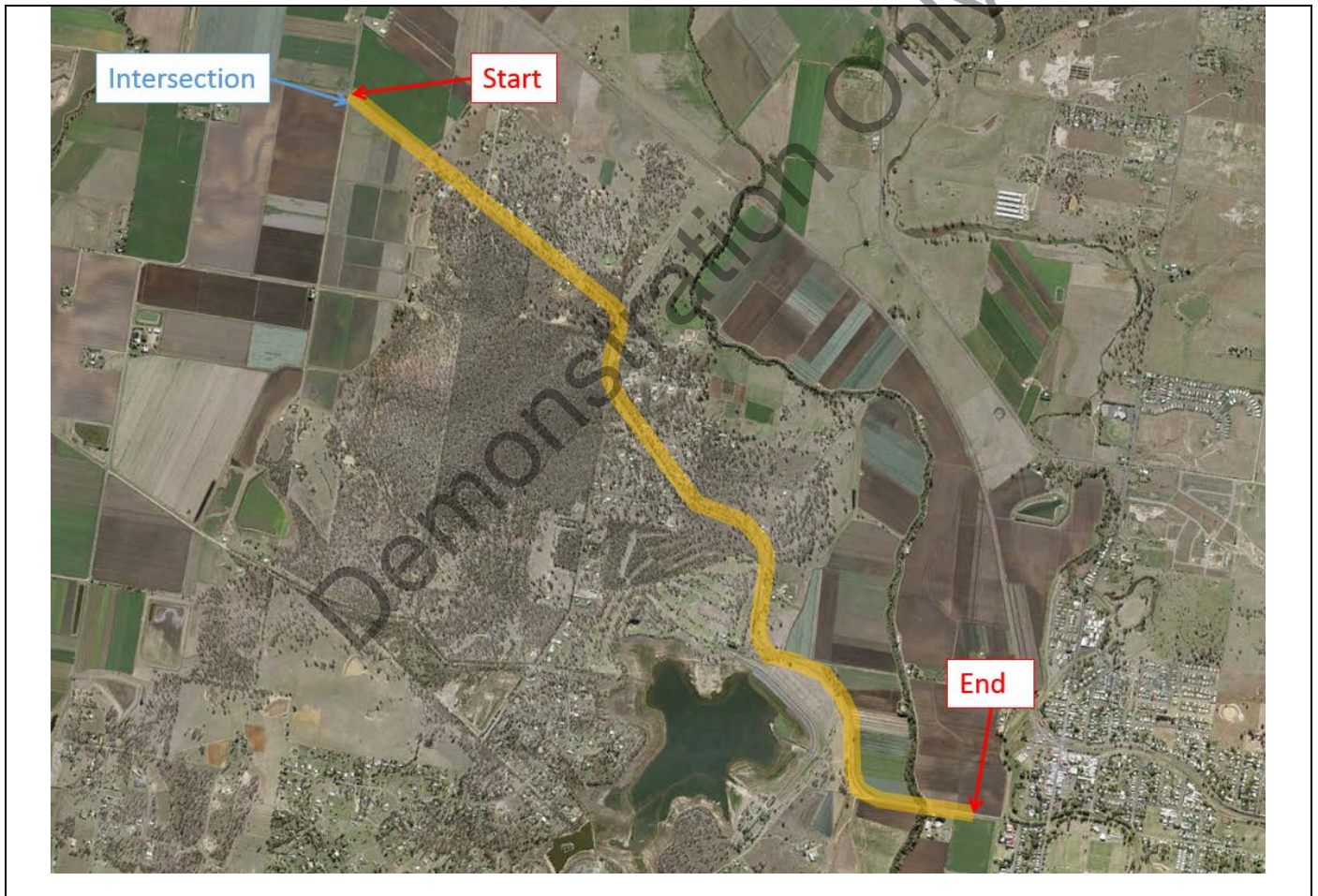
Suburb: **Colchester**

Reference: **Pan Road - 01**

	Location or Reference Point	Chainage or Distance	GPS Coordinates (decimal degrees)	
			Latitude	Longitude
Start	priority intersection	0	-27.597°	152.355°
End	change of environment	5.8	-27.633°	152.391°

Existing Speed Limit (km/h): **100** Traffic Volume (vpd): **2,460** Segment Length (km): **5.8**

Aerial Imagery of Speed Zone:



STAGE 1 – NEED FOR REVIEW IDENTIFIED?

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

Concerns from residents regarding crash risk.

.....

.....

.....

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.

SPEED LIMIT REVIEW CHECKLIST FORM

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	
2	Head-on	2
3	Opposing vehicles, turning	
4	Rear-end	
5	Lane change	
6	Parallel lanes, turning	
7	U-turn	
8	Entering roadway	
9	Overtaking, same direction	
10	Hit parked vehicle	
11	Hit train	
12	Pedestrian	
13	Permanent obstruction on carriageway	
14	Hit animal	
15	Off carriageway, on straight	
16	Off carriageway, on straight, hit object	
17	Out of control, on straight	
18	Off carriageway, on curve	
19	Off carriageway, on curve, hit object	7
20	Out of control, on curve	1
21	Other	1
Est. FSI per 10⁸ VKT		35.10
Crash Data Period (5 years)		
From (inclusive):	Jul2012 (inclusive)	
To (inclusive):	Jun2017 (inclusive)	

Infrastructure Risk Rating (IRR)

Road Attribute	Category
Road stereotype	Two lane undivided
Alignment	Curved
Sealed shoulder width	Very narrow shoulder
Lane width	Medium
Roadside hazard risk - left side	Moderate
Roadside hazard risk - right side	Moderate
Land use	Rural Residential
At-grade intersection density	1 to < 2 per km
Access density	5 to < 10 per km
Traffic volume	1000 to <6000 vpd
IRR Score	1.56

Road Risk Metric (RRM)

CRR Band	High
IRR Band	Medium-High
RRM	High

Road Classification

Environmental Context Class	Rural
Functional Classification	Trunk Collector

Risk Assessed Speed Limit (km/h):	80
--	-----------

SPEED LIMIT REVIEW CHECKLIST FORM

Additional Comments (if required):

.....
.....
.....
.....
.....
.....
.....
.....
.....

No additional comments.

STAGE 4 – SPEED DATA SPEED LIMIT (SDSL) ASSESSMENT

Mean Speed (km/h):83..... Speed Data Conforms with Speed Limit (Y/N) :.....N.....
Upper Limit of 15km/h Pace Speed (km/h):92..... Speed Limit Suggested by Speed Data (km/h):90.....
Percentage within Pace Speed (%):52.....
Speed Data Speed Limit (km/h):90.....

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.
.....Speed data was collected on a straight segment between two curves which is considered typical
.....of the corridor. The conditions at the time were clear and dry. The road was free of any road
.....works and maintenance.
.....
.....

STAGE 5 – OPTION SELECTION

- 1. Does SDSL Correlate with RASL?
 No – go to Question 2
 Yes – adopt correlated Speed Limit and go to Stage 6 (Engineer Recommendation)
- 2. Is SDSL lower than RASL?
 No – Adopt RASL & Consider Speed Management Activities and go to Stage 6 (Engineer Recommendation)
 Yes – Adopt SDSL and go to Stage 6 (Engineer Officer Recommendation)

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):80..... Safety Works Required (Y/N):Y.....
Stage 4 – SDSL Speed Limit (km/h):90..... Speed Management Activities Recommended: (Y/N): ...Y.....
Stage 5 – Recommended Speed Limit (km/h):80.....

SPEED LIMIT REVIEW CHECKLIST FORM

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 risks associated with the curves along the road corridor have been programmed. The 80 km/h speed limit is recommended as an interim speed limit until the measures can be completed. If implemented, the interim speed limit will be evaluated to determine the level of compliance in <1 month after implementation.

.....
Additionally, the 80km/h buffer speed zone at the southern end of the corridor will be removed as Queensland no longer accepts use of buffer speed zones

If No, detail Alternate Recommendation and Provide Reasons / Justification of your (the Engineers) Recommendation:

.....
N/A

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:

.....
.....
.....
.....
.....
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

SPEED LIMIT REVIEW CHECKLIST FORM

RESPONSIBLE OFFICER APPROVAL:

Approved Speed Limit (km/h):

Additional Approved Works (if applicable):

Name:

Position:

Date:

STAGE 8 – 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 1-4 weeks following implementation and schedule routine review in 5 years or sooner
- No – schedule routine review in 5 years or sooner

Date of Next Review:

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)
- Regional Speed Management Advisory Committee
- Regional QPS Traffic Co-Ordinator

Reported by:

Position:

Date:

Additional Comments (if required):

.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

Demonstration Only