

SPEED LIMIT REVIEW CHECKLIST FORM

SITE DETAILS

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

Road Name: **N/A - Area**

LGA Name: **Progressive Council**

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

TMR District Name: **XYZ Region**

Suburb: **Safetown**

Reference: **Safetown Local Area - 01**

	Location or Reference Point	Chainage or Distance	GPS Coordinates (decimal degrees)	
			Latitude	Longitude
Start	see diagram below	-	-23.331°	150.518°
End	see diagram below	-	-23.343°	150.535°

Existing Speed Limit (km/h): **50** Traffic Volume (vpd): **<1,500** Segment Length (km): **N/A – Area**

Aerial Imagery of Speed Zone:



STAGE 1 – NEED FOR REVIEW IDENTIFIED?

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

..... **Requests from community to lower the speed limit to**

..... **improve the amenities for pedestrians and cyclists**

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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	
2	Head-on	
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	
20	Out of control, on curve	
21	Other	
Est. FSI per 10⁸ VKT		
Crash Data Period (5 years)		
From (inclusive):		
To (inclusive):		

Infrastructure Risk Rating (IRR)

Road Attribute	Category
Road stereotype	
Alignment	
Sealed shoulder width	
Lane width	
Roadside hazard risk - left side	
Roadside hazard risk - right side	
Land use	
At-grade intersection density	
Access density	
Traffic volume	
IRR Score	

Road Risk Metric (RRM)

CRR Band	
IRR Band	
RRM	

Road Classification

Environmental Context Class	
Functional Classification	

Risk Assessed Speed Limit (km/h):	
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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 – OPTION SELECTION

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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 – adopt correlated Speed Limit and go to Stage 6 (Engineer Recommendation)</p> | <p>2. Is SDSL lower than RASL?</p> <p><input type="checkbox"/> No – Adopt RASL & Consider Speed Management Activities and go to Stage 6 (Engineer Recommendation)</p> <p><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): Y	if Yes, Details: Urban Local/Access Street, <49km/h Upper Limit of Pace Speed
Stage 3 – RASL Speed Limit (km/h):	Safety Works Required (Y/N):
Stage 4 – SDSL Speed Limit (km/h):	Speed Management Activities Recommended: (Y/N):
Stage 5 – Recommended Speed Limit (km/h):	

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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 roads bounded by First Street, Last Street, Third Road, Winner Road and Second Street are all considered Urban Local/Access streets as per the definition provided in Section 4.3.5 of MUTCD Part 4. Speed data was collected along Middle Road, Centre Drive and Average Road following the method described in Appendix A of MUTCD Part 4. The speed data collected at these locations is considered to be representative of speed data throughout all of the roads within this area. The Upper Limit of 15km/h Pace Speed is <49km/h, therefore an Area 40km/h AREA speed limit is recommended for all roads within this area.

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

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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):

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Demonstration Only