

SITE DETAILS

RED TEXT = Engineer undertaking SLR to complete

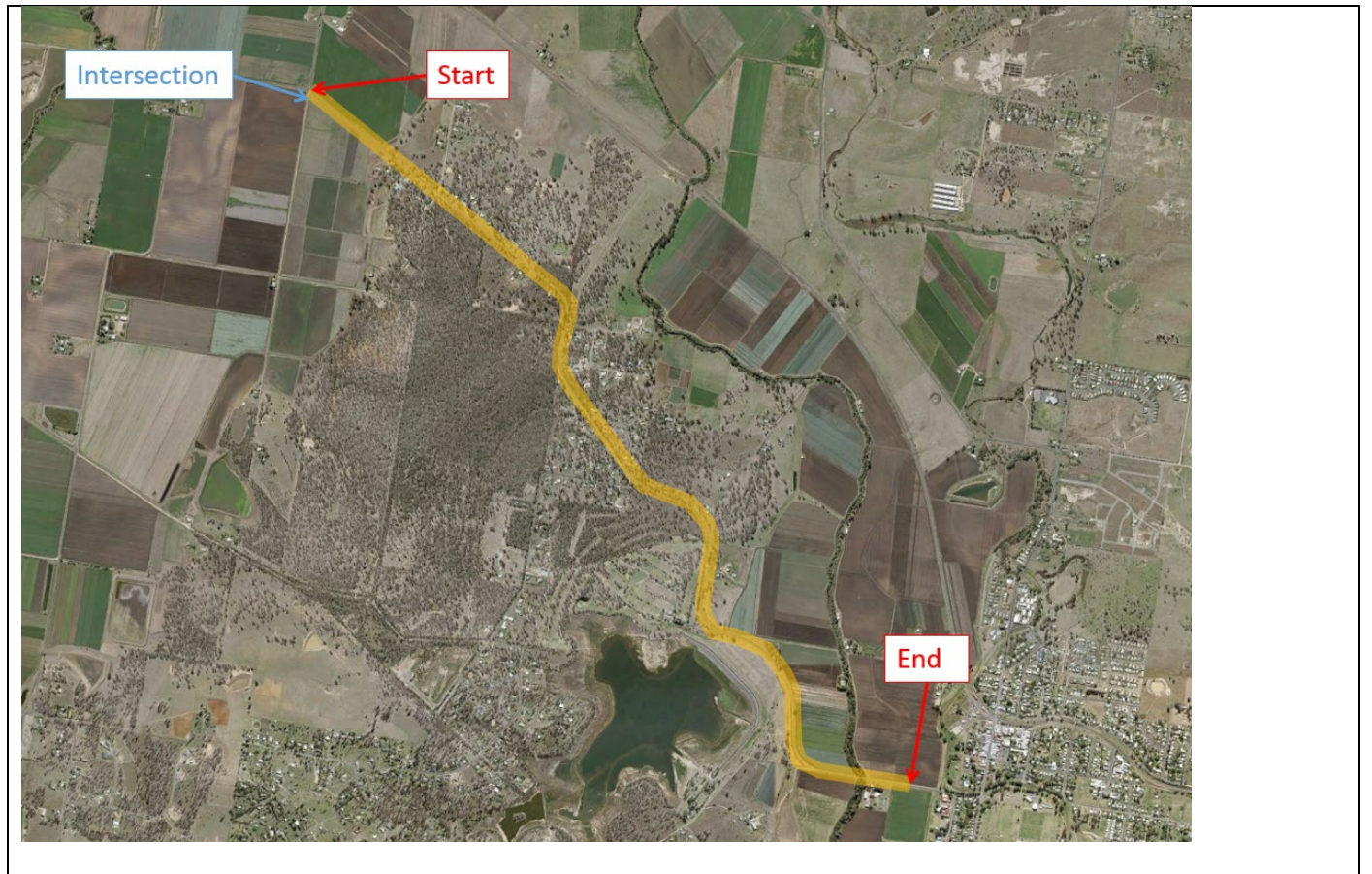
GREEN TEXT = Responsible Officer to complete

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

Road Name: Pan Road LGA Name: Colchester Regional Council
 Road Number (if applicable): TMR District Name: Western District
 Suburb: Colchester Reference: 221014 Pan Road – 01

	Location or Reference Point	Chainage or Distance	GPS Coordinates (decimal degrees)	
			Latitude	Longitude
Start	<u>Boundary Road</u>	<u>0</u>	<u>-27.597165</u>	<u>152.355036</u>
End	<u>Change of environment</u>	<u>5.8</u>	<u>-27.633217</u>	<u>152.391311</u>

Existing Speed Limit (km/h): 100 Segment Length (km): 5.8 Traffic Volume (vpd): 2,460
 Aerial Imagery of Speed Zone: Pedestrian Volume (ppd): 1



STAGE 1 – NEED FOR REVIEW IDENTIFIED?

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

Concerns from residents regarding crash risk.

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.

STAGE 2 – CRITERIA BASED SPEED LIMIT (CBSL) ASSESSMENT

- | | |
|--|---|
| <p>1. Is the road segment a foreshore? Refer to QRSTUV GSM Section 4.3.1 for definition of foreshore
 <input checked="" type="checkbox"/> No – go to Question 2
 <input type="checkbox"/> Yes –refer to QRSTUV GSM Section 4.3.1 and go to Stage 6 (Other considerations)</p> <p>2. Is the road considered a car park or access driveway?
 <input checked="" type="checkbox"/> No – go to Question 4
 <input type="checkbox"/> Yes – go to Question 3</p> <p>3. In the car park, are traffic calming devices present?
 <input checked="" type="checkbox"/> No –adopt 20km/h speed limit and go to Stage 6 (Engineer Recommendation)
 <input type="checkbox"/> Yes – adopt 10 km/h speed limit and go to stage 6 (Other considerations)</p> <p>4. Is the road segment a Shared Zone? Refer to QRSTUV GSM Section 4.3.2 for definition of Shared Zone
 <input checked="" type="checkbox"/> No – go to Question 5
 <input type="checkbox"/> Yes – refer to Section 4.3.2 and go to Stage 6 (Other considerations)</p> <p>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.
 <input checked="" type="checkbox"/> No – go to Question 6
 <input type="checkbox"/> Yes – refer to QRSTUV GSM Section 4.3.3 and go to Stage 6 (Other considerations)</p> | <p>6. Is the speed zone a High Active Transport User Area (HATUA)? Refer to QRSTUV GSM Section 4.3.4 for definition of HATUA
 <input checked="" type="checkbox"/> No – go to Question 7
 <input type="checkbox"/> Yes – refer to QRSTUV GSM Section 4.3.4 and go to Stage 6 (Other considerations)</p> <p>7. Is the speed zone an Urban Local / Access Street? Refer to QRSTUV GSM Section 4.3.5 for Urban Local / Access Street definition
 <input checked="" type="checkbox"/> No – go to Question 8
 <input type="checkbox"/> Yes – refer to QRSTUV GSM Section 4.3.5 and go to Stage 6 (Other considerations)</p> <p>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
 <input checked="" type="checkbox"/> No – CBSL do NOT apply, go to Stage 3 (Risk Assessed Speed Limit) and Stage 4 (Speed Data Speed Limit)
 <input type="checkbox"/> Yes – refer to QRSTUV GSM Section 4.3.6 and go to Stage 6 (Other considerations)</p> |
|--|---|

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	Two lane undivided (3.7)	
2	Head-on	0.85	1.44	2	Alignment	Curved (1.5)	
3	Opposing vehicles, turning	0.53	0.84		Sealed shoulder width	Very Narrow Shoulder	
4	Rear-end	0.25	0.37		Lane width	Medium (1.79)	
5	Lane change	0.34	0.42		Roadside hazard risk - left side	Moderate (1.43)	
6	Parallel lanes, turning	0.36	0.59		Roadside hazard risk - right side	Moderate (1.43)	
7	U-turn	0.39	0.57		Land use	Rural residential (1.5)	
8	Entering roadway	0.38	0.71		At-grade intersection density	1 to <2/km (1.15)	
9	Overtaking, same direction	0.50	0.65		Access density	5 to <10/km (1.06)	
10	Hit parked vehicle	0.43	0.81		Traffic volume	1-6,000vpd (1.4)	
11	Hit train	1.07	0.90		IRR Score	1.56	
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	High	
15	Off carriageway, on straight	0.54	0.70		IRR Band	Medium-High	
16	Off carriageway, on straight, hit object	0.60	0.66		RRM	High	
17	Out of control, on straight	0.55	0.73				
18	Off carriageway, on curve	0.65	0.59	7	Road Classification		
19	Off carriageway, on curve, hit object	0.65	0.71	1	Environmental Context Class	Rural	
20	Out of control, on curve	0.67	0.66	1	Functional Classification	Trunk Collector	
21	Other	0.51	0.63				
Est. FSI per 10⁸ VKT		8.38 (FSI Index * Crashes) 365*5*2,460 (Volume) * 5.8 (Length) / 100,000,000= 32.18			Risk Assessed Speed Limit (km/h)		80
Crash Data Period (5 years)							
From (inclusive):		1/1/2017					
To (inclusive):		31/12/2021					

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 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 – ASSESSED SPEED CONSIDERATION

- 1. Does SDSL Correlate with RASL? [X] No – go to Question 2 [] Yes – consider correlated Speed Limit and go to Stage 6 (Other considerations)
2. Is SDSL lower than RASL? [X] No – consider RASL & consider speed management activities and go to Stage 6 (Other considerations) [] Yes – consider SDSL and go to Stage 6 (Other considerations)

Assessed Speed Limit (km/h): 80

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

It would be recommended that new limit signs be installed to highlight the speed drop.

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):

Table with 3 columns: Question, Yes, No. Contains 14 rows of questions regarding school activity, variable speed limits, vehicle classes, commercial areas, rural towns, crash rates, 110km/h limits, rough surfaces, temporary limits, signalised intersections, ramps, and offset limits.

Considered Speed Limit (km/h): N/A

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, speed limits for a specific vehicle class or path speed limits):

N/A

STAGE 7 – 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**

Stage 5 – Assessed Speed Limit (km/h): **80** Speed Management Activities Recommended: (Y/N): **Y**

Stage 6 – Considered Speed Limit (km/h): **N/A** More than one Speed: (Y(km/h)/N): **N**

Stage 7 – Recommended Speed Limit (km/h): **80 More than one Speed: (Y(km/h)/N): **N****

ENGINEERS RECOMMENDATION:

Does the recommended speed limit align with the technical assessments assessed speed limit summarised above (Y/N): **Y**

If Yes, provide details of any accompanying works or 'context for suitability of the (QRSTUV GSM Section 8) recommended speed limit (if applicable):

The risks associated with the curve 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 3 months 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) recommended speed limit:

SPEED LIMIT REVIEW - RECOMMENDED SPEED LIMIT (km/h): **80**

RESPONSIBLE OFFICER'S ACCEPTANCE OF ENGINEERS RECOMMENDATION:

Do you (the Responsible Officer) accept the speed limit review and engineer recommendations undertaken by the Engineer:
[] No - return to suitably qualified Engineer to repeat Stages 1 - 6 with justification
[X] Yes - submit to SMC

Name: Jane Smith
Position: Deputy Regional Director (Western)
Signature: Signature Here
Date: 28/11/22

NOTE: In accepting the Engineering Recommendation the responsible officer accepts that the speed limit review has been completed in accordance with the process outlined within the TMR's QRSTUV GSM, by a certified engineer experienced in undertaking speed limit reviews and general road safety matters. It is not for the Responsible Officer to question the Engineering Recommendation if the speed limit review has been conducted appropriately.

If No, detail why the speed limit review was not accepted (if required):

Dotted lines for providing justification if the recommendation was not accepted.

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:

Dotted lines for providing justification if SMC did not endorse the recommendations.

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): 90
Additional Approved Works (if applicable):

Name: Jane Smith
Position: Deputy Regional Director (Western)
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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