

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	<u>Diagram below, measured from top left</u>	-	-23.331234	150.416353
End	<u>Diagram below, from bottom right</u>	-	-23.343121	150.535121

Existing Speed Limit (km/h): 50 Segment Length (km): ~15 (cumulative) Traffic Volume (vpd): 100 to 2,500
 Aerial Imagery of Speed Zone: Pedestrian Volume (ppd): Varies



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.

SPEED LIMIT REVIEW CHECKLIST FORM

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):						

SPEED LIMIT REVIEW CHECKLIST FORM

Assessed 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 speed limit required for a specific vehicle class? (<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 7.10</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there a signalised intersection on the road section? (<i>Section 7.11</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road section an on or off ramp? (<i>Section 7.12</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the speed limit proposed to be offset? (<i>Section 7.13</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there other circumstances to consider? (<i>Section 7.14</i>)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Considered 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 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.

SPEED LIMIT REVIEW CHECKLIST FORM

STAGE 7 – ENGINEER RECOMMENDATION

SUMMARY OF TECHNICAL ASSESSMENTS

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

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 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 GSM. Speed data was collected along Middle Road, Centre Drive and Average Road following the method described in Appendix A of GSM. 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, with existing school zones to be removed and replaced with school warning signs instead.

If No, detail alternate recommendation and provide reasons / justification of your (the Engineers) recommended speed limit:

SPEED LIMIT REVIEW - RECOMMENDED SPEED LIMIT (km/h): **40**

SPEED LIMIT REVIEW CHECKLIST FORM

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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