

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 – Parkland Shared Path LGA Name: Parkland City Council

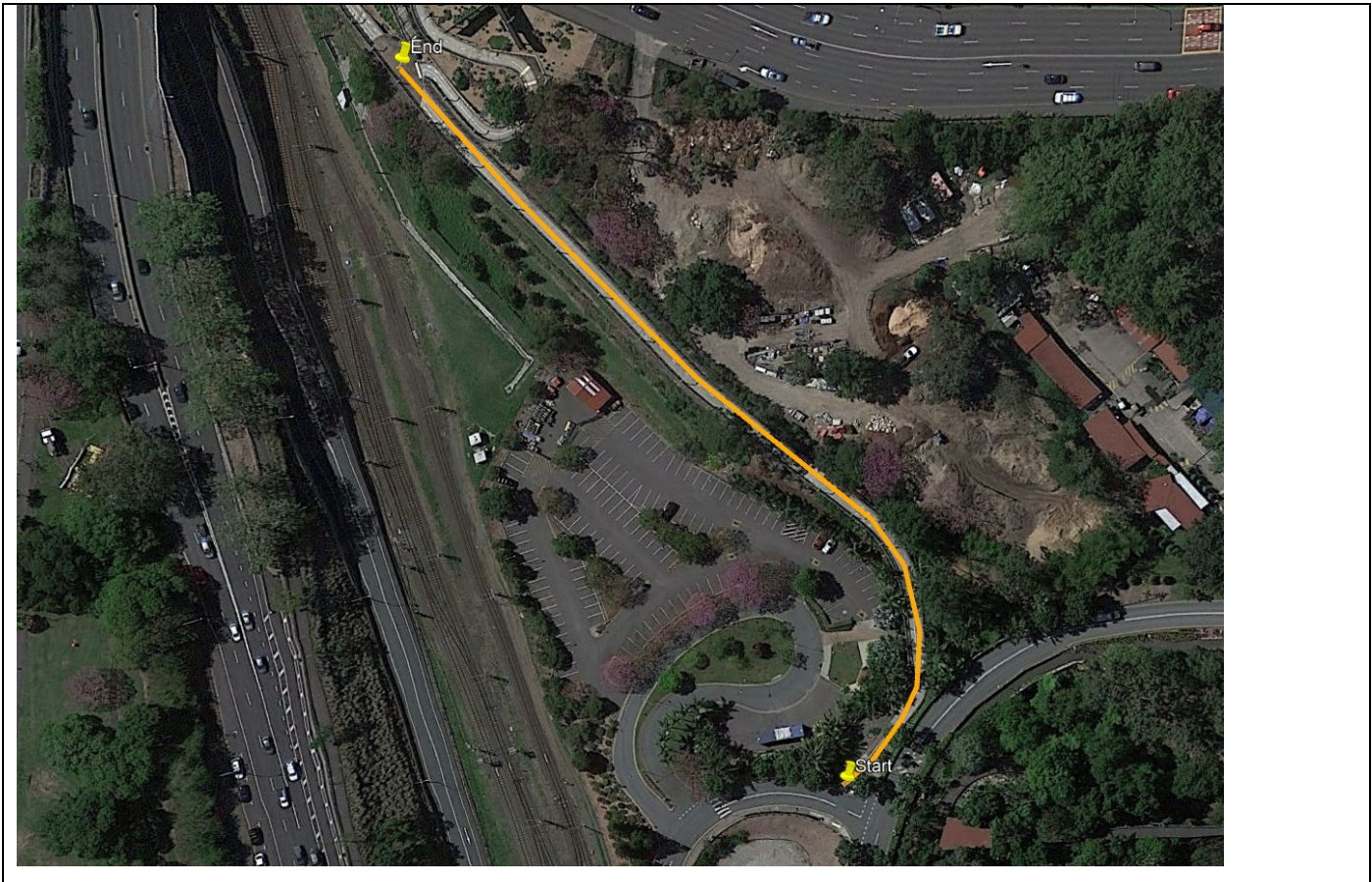
Road Number (if applicable): TMR District Name: Eastern Region

Suburb: Parkland Reference: 221014 Parkland Shared Path – 01

	Location or Reference Point	Chainage or Distance	GPS Coordinates (decimal degrees)	
			Latitude	Longitude
Start	Train Station Access Road	0	-27.462062	153.016542
End	Shared Path Access to Top Road	0.23	-27.460521	153.015484

Existing Speed Limit (km/h): NA Segment Length (km): 0.23 Traffic Volume (vpd): 3,252 (bicycles)

Aerial Imagery of Speed Zone: Pedestrian Volume (ppd): 3,252



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 provide a posted 25km/h speed for PMD's.

Desktop Review - Detail circumstances that require the need for a full speed limit review to be undertaken:

CBSL request for change in shared path speed would indicate a need for a full SLR.

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):						

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):

Table with 2 columns: Question, Yes, No. Contains 14 rows of questions regarding school activity, variable speed limits, road types, crash rates, and other circumstances.

Considered Speed Limit (km/h):

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 type or path speed limits):

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STAGE 7 – ENGINEER RECOMMENDATION

SUMMARY OF TECHNICAL ASSESSMENTS

Stage 2 – CBSL Apply (Y/N): **Y** if Yes, Details: **25km/h for PMD's**

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, PMD and Existing**

Stage 6 – Considered Speed Limit (km/h): More than one Speed: (Y(km/h)/N): **Y, PMD and Existing**

Stage 7 – Recommended Speed Limit (km/h): 25

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 CBSL process identified that the adoption of 25km/h for PMD's on this path should be appropriate.

It is assumed that the existing speed limit for this shared path was 40km/h, based on the adjacent road speed limits, which allows for a 25km/h speed limit for PMD's.

The existing shared path speed limit was not requested to be assessed and has remained at 40km/h.

That speed limit is unsigned, which is appropriate as it is not a road.

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

SPEED LIMIT REVIEW - RECOMMENDED SPEED LIMIT (km/h): **25 for PMD's**

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: Manager (Road Operations)
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 the 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): 25 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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