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
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Local Government Agency Assessor: John Smith

Road Name: Sandy - Kangaroo Road LGA Name: Central Regional Council

Road Number (if applicable): 691

TMR District Name: Central District

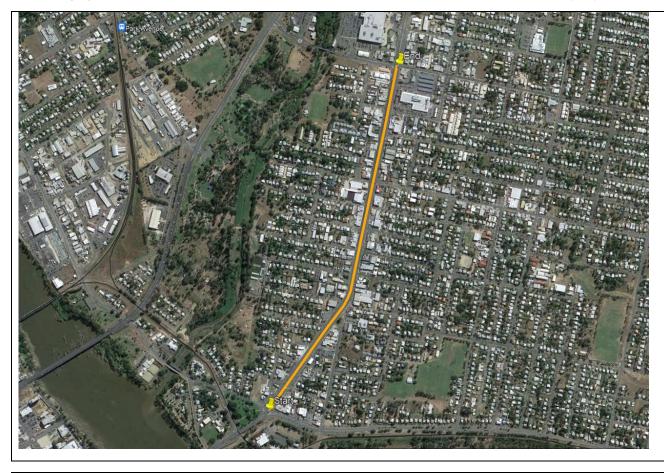
Suburb: Warriorville Reference: 221014 Sandy Kangaroo Road – 01

		Chainage or	GPS Coordinates (decimal degrees)		
	Location or Reference Point	Distance	Latitude	Longitude	
Start	Apple Orchard Road	1.57	-23.372055	150.518705	
End	Gas Works Road	3.26	-23.358154	150.523473	

Existing Speed Limit (km/h): .60 Segment Length (km): 1.69 Traffic Volume (vpd): .26,688

Aerial Imagery of Speed Zone:

Pedestrian Volume (ppd): 416



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 increased cyclist movements along corridor.

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

Crash rate in 2021 appears to have increased compared to previous years, as well as increases in traffic

STAGE 2 - CRITERIA BASED SPEED LIMIT (CBSL) ASSESSMENT

Is the road segment a foreshore? Refer to QRSTUV GSM Is the speed zone a High Active Transport User Area Section 4.3.1 for definition of foreshore (HATUA)? Refer to QRSTUV GSM Section 4.3.4 for definition ⋈ No – go to Question 2 of HATUA ☐ Yes –refer to QRSTUV GSM Section 4.3.1 and go to ☑ No – go to Question 7 Stage 6 (Other considerations) ☐ Yes – refer to QRSTUV GSM Section 4.3.4 and go to Stage 6 (Other considerations) Is the road considered a car park or access driveway? No − go to Question 4 Is the speed zone an Urban Local / Access Street? Refer to QRSTUV GSM Section 4.3.5 for Urban Local / Access Street ☐ Yes – go to Question 3 definition ☑ No – go to Question 8 In the car park, are traffic calming devices present? ☐ Yes – refer to QRSTUV GSM Section 4.3.5 and go to ☑ No –adopt 20km/h speed limit and go to Stage 6 Stage 6 (Other considerations) (Engineer Recommendation) ☐ Yes – adopt 10 km/h speed limit and go to stage 6 (Other considerations) Is the speed zone considered to be a footpath or shared path with a different posted speed to the road? Refer to Is the road segment a Shared Zone? Refer to QRSTUV QRSTUV GSM Section 4.3.6 for Footpath or shared path speed GSM Section 4.3.2 for definition of Shared Zone zones definition ☑ No – go to Question 5 ☑ No – CBSL do NOT apply, go to Stage 3 (Risk) Assessed Speed Limit) and Stage 4 (Speed Data Speed ☐ Yes - refer to Section 4.3.2 and go to Stage 6 (Other considerations) ☐ Yes - refer to QRSTUV GSM Section 4.3.6 and go to Is the road unsealed or have a narrow seal? Refer to Stage 6 (Other considerations) 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)

STAGE 3 - RISK ASSESSED SPEED LIMIT (RASL) ASSESSMENT

To (inclusive):

Crash Risk Rating (CRR)						Infrastructure Risk Rating (IRR)		
DCA Group	Des	scription	(L) FSI Index	(H) FSI Index	No. Casualty Crashes	Road Attribute	C	ategory
1	Intersection, from	adjacent approaches	0.46	0.73	3	Road stereotype	Divided t	ranversible (3.0)
2	Head-on		0.85	1.44		Alignment	St	raight (1)
3	Opposing vehicles	s, turning	0.53	0.84		Sealed shoulder width	Wid	e Shoulder
4	Rear-end		0.25	0.37		Lane width		Medium (1)
5	Lane change		0.34	0.42	5	Roadside hazard risk - left side	Mod	erate (1.43)
6	Parallel lanes, turi	ning	0.36	0.59	1	Roadside hazard risk - right side	Mod	erate (1.43)
7	U-turn		0.39	0.57		Land use	Comme	rcial strip (5.0)
8	Entering roadway		0.38	0.71	2	At-grade intersection density	5-1	0/km (2.6)
9	Overtaking, same direction		0.50	0.65		Access density	10-	20km (1.1)
10	Hit parked vehicle		0.43	0.81	3	Traffic volume	18,000v	pd + (3.4) (NA)
11	Hit train		1.07	0.90		IRR Score		1.79
12	Pedestrian		0.60	0.98	2			
13	Permanent obstruction on carriageway		0.28	0.53		Road Risk Metric (RRM)		
14	Hit animal		0.53	0.55		CRR Band		Low
15	Off carriageway, o	on straight	0.54	0.70		IRR Band		Medium
16	Off carriageway, on straight, hit object		0.60	0.66	2	RRM		Medium
17	Out of control, on straight		0.55	0.73				
18	Off carriageway, on curve		0.65	0.59		Road Classifi	ication	
19	Off carriageway, on curve, hit object		0.65	0.71		Environmental Context Class		Urban
20	Out of control, on curve		0.67	0.66		Functional Classification		Arterial
21	Other		0.51	0.63	1			
Est. FSI per 10 ⁸ VKT 8.44 365*5*26688 (Volum		0 (FSI Index ne) * 1.69 (Le		000,000= 10.21	Risk Assessed Speed Limit ((km/h)	60	

Est. FSI per 108 VKT	8.40 (FSI Index * Crashes) 365*5*26688 (Volume) * 1.69 (Length) / 100,000,000= 10.21	Risk Assessed Speed Limit (km/h)	60
	Crash Data Period (5 years)		
From (inclusive):	1/1/2017		

31/12/2021

SPEED LIMIT REVIEW CHECKLIST FORM Additional comments (if required): RASL was undertaken for both Gazettal and Against-Gazettal carriageways. The results shown above are of the Gazettal carriageway. The Against-Gazettal Carriageway came out with the same RRM score STAGE 4 - SPEED DATA SPEED LIMIT (SDSL) ASSESSMENT Mean Speed (km/h): 52.1 Speed Data Conforms with Speed Limit (Y/N):.....Y Upper Limit of 15km/h Pace Speed (km/h):62 Speed Data Speed Limit (km/h):60 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. The speed data was collected on a straight segment, away from signalised and priority-controlled intersections., as this represented a significant portion of the road's length. The conditions at the time were clear and dry. The road was free of any road works and maintenance. Count data was obtained from Probe Speed Data. STAGE 5 - ASSESSED SPEED CONSIDERATION 1. Does SDSL Correlate with RASL? Is SDSL lower than RASL? □ No – go to Question 2 ☐ No – consider RASL & consider speed management activities and go to Stage 6 (Other considerations) ☐ Yes – consider SDSL and go to Stage 6 (Other Stage 6 (Other considerations) considerations) 60 Considered Speed Limit (km/h): Additional comments related to speed management activities (if required) (QRSTUV GSM Section 6.1):

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? (Section 7.1)		\boxtimes	\boxtimes							
Is a variable speed limit sign appropriate? (Section 7.2) Is a dual speed zone required? (Section 7.3)										
					Is the road a traffic carrying road through strip-shopping centres or commercial area? (Section 7.4) Is the road a speed zone on an arterial road through a rural town? (Section 7.5) Is there a high crash rate? (Section 7.6) Is there a high crash rural intersection? (Section 7.7) Is the road being considered for a 110km/h speed limit? (Section 7.8) Does the road have a rough surface? (Section 7.9) Is there a temporary speed limit being proposed? (Section 7.01) Is the speed limit for a roundabout? (Section 7.11) Is the road mountainous? (Section 7.12) Is there a signalised intersection on the road section? (Section 7.14) Is the road section an on or off ramp? (Section 7.15) Is the road section a laneway? (Section 7.16)					
Is the speed limit proposed to be offset? (Section 7.17)										
Are there other circumstances to consider? (Section 7.18)										
Assessed Speed Limit (km/h):60										
Additional comments related to other considerations (if required, p a school zone, variable speed limits, dual speed limits or path speed		mit, such	ı as for							
The land use is strip shopping on this 6 lane road. It	is felt that while a lower speed may be co	nsidere	ed,							
the existing 60km/h is being abided by and the road	has a low crash rate. The road has signal	ised								
intersections along the length of the road, although a	s they are on existing 50km/h or 60km/h	roads,								
there was not deemed any concern with these signal	ised intersections.									
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): 60	Safety Works Required (Y/N):N									
Stage 4 – SDSL Speed Limit (km/h): 60										
Stage 5 – Considered Speed Limit (km/h): 60	Speed Management Activities Recommended:	(Y/N):	N							
Stage 6 – Assessed Speed Limit (km/h):										
Stage 7 – Recommended Speed Limit (km/h):60	More than one Speed: (Y(km/h)/N):									
ENGINEERS RECOMMENDATION:										

Does the recommended speed limit align with the technical assess	sments assessed speed limit summarised above (Y/N):				
If Yes, provide details of any accompanying works or 'context for s limit (if applicable):	suitability of the (QRSTUV GSM Section 8) recommended speed				
The RASL, due to the IRR appears to indicate a Medium RRM score for this Arterial Road, and 60km/h.					
The SDSL also indicates that drivers are driving below	v the existing 60km/h. This would indicate				
that retention of a 60km/h speed limit would appear ap	opropriate without any additional measures				
necessary.					
This speed limit is in line with the adjacent speed limit	S.				
If No, detail alternate recommendation and provide reasons / justif	ication of your (the Engineers) recommended speed limit:				
SPEED LIMIT REVIEW - RECOMMENDED SPEED LIMIT (km/h)	<u> </u>				
RESPONSIBLE OFFICER'S ACCEPTANCE OF ENGINEERS RE					
Do you (the Responsible Officer) accept the speed	Name: Jane Smith				
limit review and engineer recommendations undertaken by the Engineer:	Position: Manager (Road Operations)				
☐ No – return to suitably qualified Engineer to repeat					
Stages 1 - 6 with justification ☑ Yes – submit to SMC	Signature: Signature Here				
	Date: 28/11/22				
NOTE: In accepting the Engineering Recommendation the responsible offi accordance with the process outlined within the TMR's QRSTUV GSM, by general road safety matters. It is not for the Responsible Officer to question conducted appropriately. If No, detail why the speed limit review was not accepted (if require	a certified engineer experienced in undertaking speed limit reviews and n the Engineering Recommendation if the speed limit review has been				

STAGE 8 – APPROVAL AND IMPL	EMENTATION			
SPEED MANAGEMENT COMMITTEE I				
SMC Endorse Engineers' Recommenda	tions (Y/N):Y	Date of SMC:14/11/22		
If No, provide justification:				
NOTE: Attach documented findings from the	Speed Management Commi	ittee to this Form		
Where the SMC has NOT endorsed the reconsider the recommendation (<i>refer to</i>		engineer, the responsible officer shall require the engineer to 9.2).		
RESPONSIBLE OFFICER APPROVAL	:			
Approved Speed Limit (km/h):	60	Name: Jane Smith		
Additional Approved Works (if applicable	e):			
		Signature: Signature Here		
		Date: 28/11/22		
STAGE 9 – MONITOR & EVALUAT Will the speed limit or speed environmer of the recommendations contained withi review?	nt be altered as a result	 ☐ 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 		
Data of Novt Povious 28/2/23		a ne conclude realine review in a years of coords		
Date of Next Review:				
MISCELLANEOUS				
Enhanced enforcement of this site by QI by reporting the outcome of this speed Ii Local Traffic Advisory Committee Local Speed Management Comm Regional QPS Traffic Co-Ordinat	imit review to: e (TAC) nittee (SMC)	Reported by: Position: Date:		
Additional Comments (if required):				