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: Medaly Road

LGA Name: Coastal Regional Council

TMR District Name: Sunshine Coast District

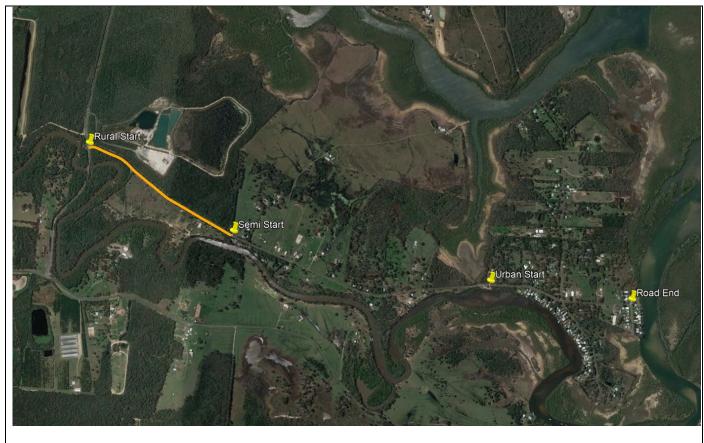
Suburb: Medaly Road – 01

		Chainage or	GPS Coordinates (decimal degrees)	
	Location or Reference Point	Distance	Latitude	Longitude
Start	Shorn Way	0	-27.024027	153.042369
End	Semi-Urban Boarder	1.09	-27.029315	153.051445

Existing Speed Limit (km/h): 80 Segment Length (km): 1.09 Traffic Volume (vpd): 1,250

Aerial Imagery of Speed Zone:

Pedestrian Volume (ppd): .....2.....



#### STAGE 1 - NEED FOR REVIEW IDENTIFIED?

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

Five year review.

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

Desktop review of adjacent lengths of road were identified to be reviewed, so this length was reviewed

As well for completeness.

#### 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

Crash Risk Rating (CRR)						Infrastructure I	Risk Rating (IR	R)
DCA Group	Des	scription	(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 undivide	ed (3.7
2	Head-on		0.85	1.44		Alignment	Straight (1.0	))
3	Opposing vehicles	s, turning	0.53	0.84		Sealed shoulder width	Very Narrow Sho	oulder
4	Rear-end		0.25	0.37		Lane width	Narrow	(2.0
5	Lane change		0.34	0.42		Roadside hazard risk - left side	Moderate (1.4	13)
6	Parallel lanes, turning		0.36	0.59		Roadside hazard risk - right side	Moderate (1.4	43)
7	U-turn		0.39	0.57		Land use	Rural Remote	(1.0)
8	Entering roadway		0.38	0.71		At-grade intersection density	<1/km (1.0)	)
9	Overtaking, same direction		0.50	0.65		Access density	<1/km (1.0)	)
10	Hit parked vehicle		0.43	0.81		Traffic volume	1-6,000vpd (1	.4)
11	Hit train		1.07	0.90		IRR Score	1.17	
12	Pedestrian		0.60	0.98				
13	Permanent obstruction on carriageway		0.28	0.53		Road Risk Metr	ric (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, o	on straight, hit object	0.60	0.66		RRM	Medium	
17	Out of control, on	straight	0.55	0.73				
18	Off carriageway, on curve		0.65	0.59		Road Classif	ication	
19	Off carriageway, on curve, hit object		0.65	0.71		Environmental Context Class	Rural	
20	Out of control, on curve		0.67	0.66		Functional Classification	Trunk Collec	tor
21	Other		0.51	0.63				
Est. FSI per 10 <sup>8</sup> VKT		0.00			Risk Assessed Speed Limit	(km/h) 10	00	

21 04101	0.01		
Est. FSI per 10 <sup>8</sup> VKT 0.00		Risk Assessed Speed Limit (km/h)	100
	Crash Data Period (5 years)		
From (inclusive):	1/1/2017		
To (inclusive):	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): 75 Speed Data Conforms with Speed Limit (Y/N):......Y Upper Limit of 15km/h Pace Speed (km/h): ......88 Percentage within Pace Speed (%): 68.3 Speed Data Speed Limit (km/h): ......80 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. 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 ☐ Yes – consider correlated Speed Limit and go to activities and go to Stage 6 (Other considerations) Stage 6 (Other considerations) considerations) 80 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):

	Ye	es	No		
Is there school activity in the speed zone? (Section 7.1)		l	$\boxtimes$		
Is a variable speed limit sign appropriate? (Section 7.2)					
Is a dual speed zone required? (Section 7.3)			$\boxtimes$		
Is the road a traffic carrying road through strip-shopping cer	ntres or commercial area? (Section 7.4)		$\boxtimes$		
Is the road a speed zone on an arterial road through a rural	town? (Section 7.5)	l	$\boxtimes$		
Is there a high crash rate? (Section 7.6)		l	$\boxtimes$		
Is there a high crash rural intersection? (Section 7.7)			$\boxtimes$		
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 the road a service road? (Section 7.13)					
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)		l	$\boxtimes$		
Assessed Speed Limit (km/h): N/A					
Additional comments related to other considerations (if required, par		uch a	as for		
a school zone, variable speed limits, dual speed limits or path speed	•				
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):	Safety Works Required (Y/N): N				
Stage 4 – SDSL Speed Limit (km/h):80					
Stage 5 – Considered Speed Limit (km/h):80	Speed Management Activities Recommended: (Y/N)		V		
Stage 6 – Assessed Speed Limit (km/h):					
Stage 7 – Recommended Speed Limit (km/h):80 More than one Speed: $(Y(km/h)/N)$ :					

FNGII	NFFRS	RECO	MMFND	ATION:

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):	
The RASL, due to both the CRR and IRR appears to inc	dicate a Medium RRM score for this Trunk Collector
Road and a 100 km/h speed limit. The SDSL indicates	s that drivers are driving below the existing
80km/h. This would indicate that retention of an 80 km	ı/h speed limit would appear appropriate.
It is noted that the speed length is just below the 1.2 k	m minimum, but felt appropriate for the location.
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)	. 80
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:  ☐ No – return to suitably qualified Engineer to repeat	Position: Manager (Road Operations)
Stages 1 - 6 with justification  ☑ Yes – submit to SMC	Signature: Signature Here
A res – submit to sino	Date: 28/10/22
NOTE: In accepting the Engineering Recommendation the responsible office 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.	a certified engineer experienced in undertaking speed limit reviews and
If No, detail why the speed limit review was not accepted (if require	ed):

SPEED LIMIT REVIE	W CHECKLIST FORM
STAGE 8 – APPROVAL AND IMPLEMENTATION	
SPEED MANAGEMENT COMMITTEE FINDINGS:	14/11/22
SMC Endorse Engineers' Recommendations (Y/N):	Date of SMC:14/11/22
If No, provide justification:	
NOTE: Attach documented findings from the Speed Management Commit	tee to this Form
Where the SMC has <b>NOT</b> endorsed the recommendations of the reconsider the recommendation (refer to QRSTUV GSM Section 9	
RESPONSIBLE OFFICER APPROVAL:	
Approved Speed Limit (km/h): 80	Name: Jane Smith
Additional Approved Works (if applicable):	Position: Manager (Road Operations)
	Signature Here
	Date: 28/11/22
NOTE: The responsible officer shall provide a copy of the documentation online system or email to <a href="mailto:speedlimitreview@tmr.qld.gov.au">speedlimitreview@tmr.qld.gov.au</a> .	that supports this Speed Limit Review to either through the approved
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?	<ul> <li>☐ Yes – program post-implementation to occur within 3 months following implementation and schedule routine review in 5 years or sooner</li> <li>☒ No – schedule routine review in 5 years or sooner</li> </ul>
Date of Next Review: 14/10/202	
MISCELLANEOUS	
Enhanced enforcement of this site by QPS has been requested by reporting the outcome of this speed limit review to:	Reported by:
☐ Local Traffic Advisory Committee (TAC)	Position:
<ul><li>☐ Local Speed Management Committee (SMC)</li><li>☐ Regional QPS Traffic Co-Ordinator</li></ul>	
_ regional & o frame ob-ordinate	Date:
Additional Comments (if required):	