**SITE DETAILS**

Road Authority:  Department of Transport and Main Roads District Date of Assessment: Insert text  
  Local Government Agency Assessor: Insert text

Road Name: Insert text

Road Number (if applicable): Insert text

Suburb: Insert text

LGA Name: Insert text

TMR District Name: Insert text

Reference: Insert text

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Location or Reference Point** | **Chainage or Distance** | **GPS Coordinates (decimal degrees)** | |
| **Latitude** | **Longitude** |
| **Start** | Insert text | Insert text | Insert text | Insert text |
| **End** | Insert text | Insert text | Insert text | Insert text |

Existing Speed Limit (km/h): Insert text

Segment Length (km): Insert text

Traffic Volume (vpd): Insert text

**Aerial Imagery of Speed Zone:** Pedestrian Volume (ppd): Insert text

|  |
| --- |
| Insert text |

**STAGE 1 – NEED FOR REVIEW IDENTIFIED?**

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

|  |
| --- |
| Insert text |

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

|  |
| --- |
| Insert text |

**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 GSMSection 4.3.1 and go to Stage 6 (Other considerations)

1. Is the road considered a car park or access driveway?

No – go to Question 4

Yes – go to Question 3

1. 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)

1. 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)

1. 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 GSMSection 4.3.3 and go to Stage 6 (Other considerations)

1. 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 GSMSection 4.3.4 and go to Stage 6 (Other considerations)

1. 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 GSMSection 4.3.5 and go to Stage 6 (Other considerations)

1. 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 GSMSection 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 | Insert text | Road stereotype | Insert text | |
| 2 | Head-on | | 0.85 | 1.44 | Insert text | Alignment | Insert text | |
| 3 | Opposing vehicles, turning | | 0.53 | 0.84 | Insert text | Sealed shoulder width | Insert text | |
| 4 | Rear-end | | 0.25 | 0.37 | Insert text | Lane width | Insert text | |
| 5 | Lane change | | 0.34 | 0.42 | Insert text | Roadside hazard risk - left side | Insert text | |
| 6 | Parallel lanes, turning | | 0.36 | 0.59 | Insert text | Roadside hazard risk - right side | Insert text | |
| 7 | U-turn | | 0.39 | 0.57 | Insert text | Land use | Insert text | |
| 8 | Entering roadway | | 0.38 | 0.71 | Insert text | At-grade intersection density | Insert text | |
| 9 | Overtaking, same direction | | 0.50 | 0.65 | Insert text | Access density | Insert text | |
| 10 | Hit parked vehicle | | 0.43 | 0.81 | Insert text | Traffic volume | Insert text | |
| 11 | Hit train | | 1.07 | 0.90 | Insert text | **IRR Score** | Insert text | |
| 12 | Pedestrian | | 0.60 | 0.98 | Insert text |  | | |
| 13 | Permanent obstruction on carriageway | | 0.28 | 0.53 | Insert text | **Road Risk Metric (RRM)** | | |
| 14 | Hit animal | | 0.53 | 0.55 | Insert text | **CRR Band** | Insert text | |
| 15 | Off carriageway, on straight | | 0.54 | 0.70 | Insert text | **IRR Band** | Insert text | |
| 16 | Off carriageway, on straight, hit object | | 0.60 | 0.66 | Insert text | **RRM** | Insert text | |
| 17 | Out of control, on straight | | 0.55 | 0.73 | Insert text |  | | |
| 18 | Off carriageway, on curve | | 0.65 | 0.59 | Insert text | **Road Classification** | | |
| 19 | Off carriageway, on curve, hit object | | 0.65 | 0.71 | Insert text | **Environmental Context Class** | Insert text | |
| 20 | Out of control, on curve | | 0.67 | 0.66 | Insert text | **Functional Classification** | Insert text | |
| 21 | Other | | 0.51 | 0.63 | Insert text |  | |  |
| **Est. FSI per 108 VKT** | | Insert text | | | | **Risk Assessed Speed Limit (km/h)** | | Insert text |
| **Crash Data Period (5 years)** | | | | | |  | |  |
| **From (inclusive):** | | Insert text | | | |  | |  |
| **To (inclusive):** | | Insert text | | | |  | | |

Additional comments (if required):

|  |
| --- |
| Insert text |

**STAGE 4 – SPEED DATA SPEED LIMIT (SDSL) ASSESSMENT**

Mean Speed (km/h): Insert text

Upper Limit of 15km/h Pace Speed (km/h): Insert text

Percentage within Pace Speed (%): Insert text

Speed Data Conforms with Speed Limit (Y/N) : Insert text

Speed Limit Suggested by Speed Data (km/h): Insert text

**Speed Data Speed Limit (km/h):** Insert text

Additional comments (if required) (e.g. dates, times, locations and descriptions of speed data collected):

|  |
| --- |
| Insert text |

**STAGE 5 – ASSESSED SPEED CONSIDERATION**

1. Does SDSL Correlate with RASL?

No – go to Question 2

Yes – consider correlated Speed Limit and go to Stage 6 (Other considerations)

1. Is SDSL lower than RASL?

No – consider RASL & consider speed management activities and go to Stage 6 (Other considerations)

Yes – consider SDSL and go to Stage 6 (Other considerations)

**Considered Speed Limit (km/h):** Insert text

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

|  |
| --- |
| Insert text |

**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*) |  |  |
| 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 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*) |  |  |

**Assessed Speed Limit (km/h):** Insert text

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):

|  |
| --- |
| Insert text |

**STAGE 7 – ENGINEER RECOMMENDATION**

SUMMARY OF TECHNICAL ASSESSMENTS

Stage 2 – CBSL Apply (Y/N): Insert text

if Yes, Details: Insert text

Stage 3 – RASL Speed Limit (km/h): Insert text

Safety Works Required (Y/N): Insert text

Stage 4 – SDSL Speed Limit (km/h): Insert text

Stage 5 – Considered Speed Limit (km/h): Insert text

Stage 6 – Assessed Speed Limit (km/h): Insert text

**Stage 7 – Recommended Speed Limit (km/h):** Insert text

Speed Management Activities Recommended: (Y/N): Insert text

More than one Speed: (Y(km/h)/N): Insert text

More than one Speed: (Y(km/h)/N): Insert text.

**ENGINEERS RECOMMENDATION:**

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

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

|  |
| --- |
| Insert text |

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

|  |
| --- |
| Insert text |

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

**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

Yes – submit to SMC

Name: Insert text

Position: Insert text

Signature: Insert text

Date: Insert text

*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):

|  |
| --- |
| Insert text |

**STAGE 8 – APPROVAL AND IMPLEMENTATION**

**SPEED MANAGEMENT COMMITTEE FINDINGS:**

SMC Endorse Engineers’ Recommendations (Y/N): Insert text

Date of SMC: Insert text

If No, provide justification:

|  |
| --- |
| Insert text |

*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): Insert text

Additional Approved Works (if applicable):

|  |
| --- |
| Insert text |

Name: Insert text

Position: Insert text

Signature: Insert text

Date: Insert text

*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*](mailto: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?

Date of Next Review: Insert text

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

**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: Insert text

Position: Insert text

Date: Insert text

Additional Comments (if required):

|  |
| --- |
| Insert text |