

Queensland Road Safety Technical User Volumes (QRSTUV)

Amendment register

QRSTUV updates are released tri-annually: March, July and November.

The amendment table captures the respective changes including exceptions to the publication cycle.

Publication cycle

August 2024 – Exception Cycle

Volume	Section	Change type	Description of change
Guide to Safe System Assessment	All	Initial release	<ul style="list-style-type: none"> This document contains new guidance to inform how Safe System Assessments are conducted in Queensland. Guidance includes background to Safe System Assessment, end-to-end snapshot of the Safe System Assessment process, a template for the preparation of a Safe System Assessment brief, and a Safe System Assessment report template.

August 2023 – Exception cycle

Volume	Section	Change type	Description of change
Guide to Speed Management	1.2	Amendment	<ul style="list-style-type: none"> Removing from scope, guidance for setting of speed limits on new roads.
	3.5	Amendment	<ul style="list-style-type: none"> Removing requirement to follow speed limit review process for new and upgraded roads prior to opening.
	5.1.5	Amendment	<ul style="list-style-type: none"> Table 5.1.5(c), functional descriptions and risk assessed speed limits for semi urban environments, reverted to pre-November 2022 changes. Table 5.1.5(d), functional descriptions and risk assessed speed limits for rural environments, reverted to pre-November 2022 changes.
	7.17	Amendment	<ul style="list-style-type: none"> Removing 'Stakeholder Consultation' from Stage 6 (Other Considerations) of a speed limit review.
	7.18b	Amendment	<ul style="list-style-type: none"> Returning to pre-March 2022 guidance which provides for offset speed zones on undivided roads in some circumstances.
	Appendix D	Amendment	<ul style="list-style-type: none"> Speed Limit Review Checklist amended to reflect changes to Sections 5.1.5 and 7.17.
	Appendix E	Amendment	<ul style="list-style-type: none"> All case studies amended to reflect changes to Speed Limit Review Checklist. Case study 5, correction of errors in Stage 6 and Stage 7 sections. Case study 6A amended to reflect changes to Table 5.1.5(d). Case study 6B amended to reflect changes to Table 5.1.5(c). Case study 6C, correction of error in Stage 6 section.

July 2023

Volume	Section	Change type	Description of change
Guide to Speed Management	All	Amendment	<ul style="list-style-type: none"> Minor spelling and grammatical amendments.
	4.3.4	Amendment	<ul style="list-style-type: none"> Correction of contradicting verbal forms for consideration of "additional controls".
	7.11	Amendment	<ul style="list-style-type: none"> Updated reference to harmonised Queensland MUTCD Part 2.
	7.14	Amendment	<ul style="list-style-type: none"> Changed requirement ("shall") to a recommendation ("should").
	7.19	Amendment	<ul style="list-style-type: none"> Updated to highlight consideration of speed management activities and examples with respect to other circumstances considered as part of Stage 6 (Other considerations). Other circumstances examples updated to include consideration of wildlife activity on the road, to support removal of speed limit guidance previously included in the withdrawn TRUM Volume 3 Part 8: <i>Wildlife Signing Guidelines</i>.

November 2022 – Initial release

Volume	Section	Change type	Description of change
Guide to Schools	All	Initial release	<ul style="list-style-type: none"> The document contains guidelines used for schools in Queensland. It is a supporting document to the Queensland Guide to Road Safety (QGRS) Part 2: <i>Safe Roads</i> and QGRS Part 3: <i>Safe Speeds</i>.
			<ul style="list-style-type: none"> It contains content transferred from the withdrawn TRUM Volume 2 Part 3 and Part 5. Note: some content has been updated. Refer to the TRUM amendment register for further information.
			<ul style="list-style-type: none"> A new Section 2.6.2 <i>Slip Lanes</i> has been added.
Guide to Speed Management	All	Initial release	<ul style="list-style-type: none"> The document contains guidelines used for speed limit setting and speed management in Queensland. It is a supporting document to the QGRS Part 2: <i>Safe Roads</i> and QGRS Part 3: <i>Safe Speeds</i>.
			<ul style="list-style-type: none"> It contains content transferred from the old MUTCD Part 4 and TRUM Volume 2 Part 3. Refer to the amendment registers for MUTCD and TRUM for further information.
			<ul style="list-style-type: none"> Content has been updated and new sections added as follows: <ul style="list-style-type: none"> Updating of the principles around setting speed limits. Removal of guidance related to speed devices, to be harmonised in the Queensland MUTCD Part 4. Inclusion of School Zone guidance from TRUM Volume 2 Part 3 into the document to make it clear it is a speed setting process. Consideration of Movement and Place when setting speed limits. Allowance for non-uniform area wide speed limit trials, to support Council's reducing the default speed limit in an area without the onerous requirement of signing every road's speed limit. Development of a Desktop Review to determine if a Full Speed Limit Review is required. Modification of minimum speed zone lengths, but also more flexibility on length selection. Additional attributes, such as parking, that should be considered

Volume	Section	Change type	Description of change
			<p>in a HATUA.</p> <ul style="list-style-type: none"> – Inclusion of a new step in the speed limit setting process to make the consideration of other circumstances clear when setting speeds, with the addition of other considerations to consider. – Updating of speed tables to have speeds that better align with Movement and Place. – Clearer guidance on different methods of collecting speed data, such as probe speed data. – Inclusion of clearer guidance on communication and reporting requirements when undertaking a speed limit review. – Inclusion of speed limit setting guidance related to PMD's on paths, required due to the new legislation related to PMD use on footpaths. – Maximum speed limit at signalised intersection of 70km/h, to align with other jurisdictions and better align with the safe system speeds. – Allowance for posted speed limits on unsealed and narrow roads, with stringent requirements to allow this to occur. – Requirement for ATLM on rural roads to allow a 110 km/h posted speed limit. – Allowance of observers at Speed Management Committee (SMC) meetings, if endorsed by the SMC. – Inclusion of various speed management options to be considered.