



## SPEED LIMIT REVIEW CHECKLIST FORM

### 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	Two lane undivided (3.7)	
2	Head-on	0.85	1.44		Alignment	Straight (1.0)	
3	Opposing vehicles, turning	0.53	0.84		Sealed shoulder width	Very Narrow Shoulder	
4	Rear-end	0.25	0.37		Lane width	Narrow (2.01)	
5	Lane change	0.34	0.42		Roadside hazard risk - left side	Moderate (1.43)	
6	Parallel lanes, turning	0.36	0.59		Roadside hazard risk - right side	Moderate (1.43)	
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				
14	Hit animal	0.53	0.55				
15	Off carriageway, on straight	0.54	0.70				
16	Off carriageway, on straight, hit object	0.60	0.66				
17	Out of control, on straight	0.55	0.73				
18	Off carriageway, on curve	0.65	0.59				
19	Off carriageway, on curve, hit object	0.65	0.71				
20	Out of control, on curve	0.67	0.66				
21	Other	0.51	0.63				
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					



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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):

	Yes	No
Is there school activity in the speed zone? ( <i>Section 7.1</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a variable speed limit sign appropriate? ( <i>Section 7.2</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a dual speed zone required? ( <i>Section 7.3</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road a traffic carrying road through strip-shopping centres or commercial area? ( <i>Section 7.4</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road a speed zone on an arterial road through a rural town? ( <i>Section 7.5</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there a high crash rate? ( <i>Section 7.6</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there a high crash rural intersection? ( <i>Section 7.7</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road being considered for a 110km/h speed limit? ( <i>Section 7.8</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the road have a rough surface? ( <i>Section 7.9</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there a temporary speed limit being proposed? ( <i>Section 7.01</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the speed limit for a roundabout? ( <i>Section 7.11</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road mountainous? ( <i>Section 7.12</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road a service road? ( <i>Section 7.13</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there a signalised intersection on the road section? ( <i>Section 7.14</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road section an on or off ramp? ( <i>Section 7.15</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the road section a laneway? ( <i>Section 7.16</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the speed limit proposed to be offset? ( <i>Section 7.17</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there other circumstances to consider? ( <i>Section 7.18</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Assessed Speed Limit (km/h):** N/A .....

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):

N/A .....

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### STAGE 7 – ENGINEER RECOMMENDATION

#### SUMMARY OF TECHNICAL ASSESSMENTS

Stage 2 – CBSL Apply (Y/N): <span style="color: red;">N</span> .....	if Yes, Details: .....
Stage 3 – RASL Speed Limit (km/h): <span style="color: red;">100</span> .....	Safety Works Required (Y/N): <span style="color: red;">N</span> .....
Stage 4 – SDSL Speed Limit (km/h): <span style="color: red;">80</span> .....	
Stage 5 – Considered Speed Limit (km/h): <span style="color: red;">80</span> .....	Speed Management Activities Recommended: (Y/N): <span style="color: red;">N</span> .....
Stage 6 – Assessed Speed Limit (km/h): <span style="color: red;">N/A</span> .....	More than one Speed: (Y(km/h)/N): <span style="color: red;">N</span> .....
<b>Stage 7 – Recommended Speed Limit (km/h):</b> <span style="color: red;">80</span> .....	More than one Speed: (Y(km/h)/N): <span style="color: red;">N</span> .....

**SPEED LIMIT REVIEW CHECKLIST FORM**

**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 RASL, due to both the CRR and IRR appears to indicate a Medium RRM score for this Trunk Collector Road and a 100 km/h speed limit. The SDSL indicates that drivers are driving below the existing 80km/h. This would indicate that retention of an 80 km/h speed limit would appear appropriate. It is noted that the speed length is just below the 1.2 km minimum, but felt appropriate for the location.**

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

**SPEED LIMIT REVIEW - RECOMMENDED SPEED LIMIT (km/h):** ..... **80** .....

**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: ..... **Jane Smith** .....

Position: ..... **Manager (Road Operations)** .....

Signature: ..... **Signature Here** .....

Date: ..... **28/10/22** .....

*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):

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## SPEED LIMIT REVIEW CHECKLIST FORM

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### 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:

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*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): 80 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](mailto:speedlimitreview@tmr.qld.gov.au).*

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### 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: 14/10/2022

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### 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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