Speed Zoning Policy

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Edition 3

VICTORIA State Government | Department of Transport and Planning

Policy
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Contents

1. INTRODUCTION

1.1. Document Purpose

This policy provides the principles, direction and decision making that applies to speed zoning in Victoria. The policy enables practitioners responsible for the setting of speed limits to make informed recommendations on safe and appropriate speed limits.

1.2. References to other speed zoning documents

Information relating to the technical implementation of speed limits on the network (e.g. sign types and signing arrangements) is contained in the Department of Transport and Planning (DTP)'s *Speed Zoning Technical Guidelines.*

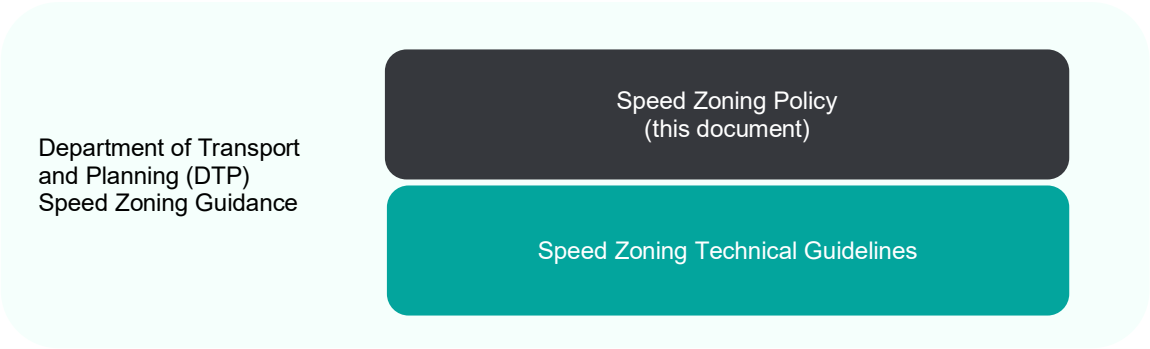

Figure 1: Department of Transport and Planning (DTP) speed zoning guidance.

This policy also references *Movement and Place in Victoria* and relevant Austroads guides and Australian Standards.

The sections of the Austroads Guides and Australian Standards that relate to speed zoning are:

- Austroads Guide to Road Safety Part 3: Safe Speed
- Austroads Guide to Traffic Management Part 4: Network Management Strategies
- Austroads Guide to Traffic Management Part 5: Road Management (Section 5)
- Austroads Guide to Traffic Management Part 13: Road Environment Safety
- Australian Standard AS 1742.4 Speed controls.

1.3. Scope

This policy sets out the principles and directions for reviewing and setting of speed zones on Victorian public roads.

The policy applies to both new and existing roads.

The policy applies to any public roads, which can include:

- Arterial roads managed by the Department of Transport and Planning
- Local Government Authority managed roads
- Public roads in parks, reserves etc managed by Parks Victoria or Department of Energy, Environment and Climate Action.

This policy *does not* cover temporary speed limits that are applied during road works or special events, or variable speed limits on managed motorways.

1.4. Policy authority

Legislation relating to the authority to determine speed limits is set out in the *Road Management Act 2004* (RMA). Schedule 4, Clause 13 - *Power to determine speed limits* of the RMA sets out a "State Road Authority", which is defined as Head, Transport for Victoria (i.e. DTP), as the authority in Victoria to determine speed limits.

1.5. Interpretation

In this document, except where the context otherwise requires—

- The words “shall” and “must” denotes a requirement which is mandatory.
- The word “should” denotes a requirement which is not mandatory but recommended.
- The word “may” denotes a requirement which is not mandatory but is an allowance or suggestion.
- The word “includes” in any form is not a word of limitation. Mentioning anything after "includes" or similar expressions (including "for example") does not limit what else may be included.
- Reference to a section, clause, schedule or appendix is a reference to a section, clause, schedule or appendix of this document.

2. SPEED ZONING PRINCIPLES

The principles detailed in this section underpin the technical guidance found in this document and DTP's *Speed Zoning Technical Guidelines* (Technical Guidelines).

While the Speed Zoning Determination Framework (Section 3 of this document) will cover most situations, there will be some situations which fall outside the scope of these documents or where special circumstances apply. Where it is necessary to deviate from the guidance, the speed zoning principles should be used to make a principle-based decision. The application of the principles and resultant decision must be documented.

The emphasis placed on each of the principles may vary from case to case according to the context in which the speed zone is being set.

The speed zoning principles are categorised under the following key themes:

- Principle 1: Road Safety (Safe System approach)
- Principle 2: Movement and Place
- Principle 3: Road User Expectation
- Principle 4: Community Wellbeing
- Principle 5: Legislative Aspects.

These principles need to be considered in unison to make robust principle-based decisions.

2.1. Principle 1: Road safety (Safe System approach)

2.1.1. Victoria's Road Safety Strategy 2021 - 2030

The *Victorian Road Safety Strategy 2021-2030* commits to the ambitious target of eliminating death from our roads by 2050, with the first step of halving road deaths by 2030. The Safe System approach to road safety underpins the Strategy and is key to reducing fatalities and serious injuries from road crashes. The Safe System approach provides the overarching principle that guides the setting of speed limits.

2.1.2. The Safe System approach to road safety

The Safe System approach is built on the premise that humans are likely to make mistakes and crashes will happen (even with continued focus on prevention). Human bodies can only withstand a limited amount of force in a crash before serious injuries or death results. Speed is a critical factor in managing the force that road users are exposed to. Accordingly, the road transport system needs to be designed, built and speeds managed so that in the event of a crash, the people involved do not receive fatal or serious injuries.

The fundamental components of the Safe System – safer speeds, safer roads, safer road users and safer vehicles – are needed in combination to reduce road trauma on the network.

Where vehicle speeds would result in impact forces exceeding the human tolerances of vehicle occupants and/or vulnerable road users, then speeds should be managed to minimise the risk of fatal and serious injury.

For vehicle occupants, engineering of the road and roadside environment can be undertaken to manage impact forces where it can be practically achieved. Also, speed management is an effective road safety treatment that complements infrastructure. Similarly, where the potential for conflict between vehicles is high such as on busy roads with frequent access and intersections, or where vehicles and vulnerable road users mix, speed limits are set at a level that will minimise the chances of fatal or serious injuries in the event of a crash.

2.1.3. Vulnerable Road Users

Vulnerable road users, such as pedestrians, cyclists and motorcycle riders, are much more likely to suffer death or serious injuries at impact speeds above 30 km/h due to a lack of protection in the event of a collision. Ideally, facilities should be provided to separate vulnerable road users from traffic, particularly on arterial roads where vehicle volumes and speeds are higher. However, this is not always practical or possible. It is therefore essential that sufficient consideration is given to vulnerable road users when setting speed limits.

Where there is an increased risk of collisions due to a change in operational and / or environmental conditions, then the speed limit should be managed to minimise the risk of fatal and serious injury to all road users.

Operational conditions can vary throughout the day which can lead to an increased risk of collisions. These can occur at set times (e.g. school start and finish times) or they can be random (e.g. high levels of congestion outside peak periods).

Environmental conditions can vary significantly and can also lead to an increased risk of collisions (e.g. strong winds, flooding etc).

It is important to manage the speed limit to reduce the risk of collisions to an acceptable level for both operational and/or environmental conditions. For example, variable speed limits are now commonplace to enhance pedestrian/cyclist safety around schools and in precincts during times of high pedestrian/cyclist activity, where adjacent vehicle movements increase the risk of a collision occurring.

2.2. Principle 2: Movement and Place

The Victorian Movement and Place Framework (the Framework) developed by DTP is a system of classifying transport links and hierarchies based on outcomes sought at the broader network level. It considers the different function of each road type within the road network and how it performs its function to meet community and user needs.

Roads have two major functions:

- to provide for the movement of people and goods (the movement function); and
- to provide access to and service abutting land uses (the place function).

Some roads are predominantly for movement (e.g. freeways) and some have a predominantly place function (e.g. a street within an activity centre). Many roads perform a dual role, where the predominant function may change with time of day, day of week or time of year.

The Framework identifies the role of each road through a matrix (Figure 2). This is based on the strategic significance of the road to move people and goods and the strategic significance of the land use interacting with the road. The Framework helps support integrated transport and land use planning.

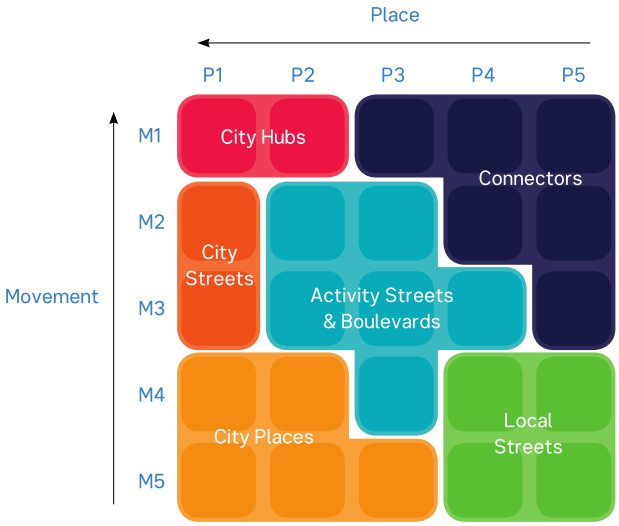

Figure 2: Movement and Place classifications

Consideration of the Framework and its relationship to other transport link classifications should be used to inform decisions that are made on speed zoning. When determining a speed limit for a road, it should generally be set in accordance with road function and adjoining land use.

The Framework can also be used to consider factors that influence a driver's perception of speed and risk. This can inform the speed they choose to drive at and reinforces Principle 3: Road User Expectation.

The objective should be to take a network wide approach when determining speed limits.

It is essential that decisions do not focus solely on isolated sections of road but are made in the context of the overall route and the adjoining road network. Speed limits should be set to support efficient travel on roads that have a primary movement function and discourage inappropriate use of roads and streets that have a primary access or place function.

Route and network-based speed limit reviews are encouraged so that consistency of speed limits is achieved over an area where issues and the road environment are similar (e.g. within the activity core of a regional city). This will ensure the frequency of speed zone changes is minimised and that network performance objectives are addressed.

Where there is a change in operational conditions, the speed limit should be managed to minimise the overall delay to road users.

Operational conditions can vary throughout the day which can lead to increased delays due to significant changes in traffic volumes or road use. This can occur at predictable times (e.g. morning and afternoon peaks) or be random (e.g. incidents and roadworks). On traffic routes where the movement function is a priority, variable speed limits may be used to actively manage traffic flow and reduce delays.

2.3. Principle 3: Road user expectation

2.3.1. Self-explaining roads

When determining a speed limit, it should be set so that it is consistent with speed limits on roads in a similar environment with similar road function and characteristics.

Speed limits should be set in a consistent manner. The concept of 'self-explaining roads' involves designing a road system in which the driver's expectations created by the road environment are implicitly in line with the safe and appropriate behaviour for the road. This allows motorists to receive consistent speed information from the roadway, speed limit signs and the environment.

Combinations of similar environments and factors should have the same speed limit, although it is recognised that no two situations will be the same. In this way the average driving speed is likely to be closer to the limit and the limit is less often exceeded if the road geometry informs the driver.

2.3.2. Consistency and length

Speed limits should be clear, easily understood, and the number of speed limit changes kept to a minimum.

As noted in the Movement and Place Principle, it is essential that decisions on speed limits do not focus solely on isolated sections of a road. Changes in the road standard and / or environment along a route may justify a change in speed limit, however, minimising the number of speed limit changes is a key objective.

Minimum lengths for speed limits are specified. Speed zones that are longer than the specified minimum lengths are preferred and the use of multiple speed zones over short distances should be minimised. To rationalise multiple speed zones at such locations, a speed zone providing the highest safety benefit may be extended to include adjacent sections that may otherwise meet the minimum speed zone length requirements for higher speeds.

2.3.3. Building community trust and acceptance

Community information and stakeholder consultation on speed limit changes can help acceptance.

Consultation with local government / DTP regions and Victoria Police is undertaken as part of a speed zone change. Where appropriate, consideration should be given to past feedback and requests for speed changes from local communities.

For significant changes, engaging the community offers the opportunity to explain the rationale for the speed change and educate about the importance of safe speed. This will help acceptance of, and compliance with, the new speed limits. Section 4 explains the process for selecting a community engagement method.

2.4. Principle 4: Community wellbeing

Speed limits should be set at a level that enables access to all transport modes, including active transport modes and generates benefits for amenity, economic, public health, accessibility and environmental outcomes.

The Movement and Place philosophy recognises that streets perform multiple functions. This is particularly relevant to local streets and activity centres where users expect lower speed limits to improve amenity and enjoyment of these environments.

Everyone who uses roads and streets should be able to choose a transport option that suits their needs. This includes all road users, including drivers and passengers, as well as helping people feel safe to walk, cycle, or travel with children. Safer speeds improve the perception of safety for vulnerable road users and encourage people to feel comfortable to

share the road with vehicles. Safer speeds can increase the opportunities for children to walk and cycle to school, supporting healthy and active lifestyles.

Safer speeds encourage active transport modes because they:

- Reduce vehicle noise and emissions such as particulate matter and other harmful emissions
- Create a more comfortable and lower stress environment
- Reduce separation points such as high-speed roads through communities
- Create more accessible environments for younger people who have less ability to judge road environments.

Environmental benefits can be created by:

- Creating speed environments which reduce acceleration and braking, reducing carbon and harmful emissions
- Safer speeds can also reduce aerodynamic losses and tyre rolling resistance at higher speeds.

Economic benefits can be created by:

- Reducing the economic burden of road trauma: currently estimated at $6.8 billion per year in 2024 in Victoria.
- Reducing fuel consumption and other vehicle maintenance costs
- Reduce the cost of disruptive crashes which create delays to network operations.

Local streets that do not provide a through traffic function generally have low volumes of traffic. In these instances, speed limits should be set at a level to enhance amenity and encourage an increased use of active transport modes.

Where appropriate, speed limits should be set to support active transport on and across arterial roads, in accordance with their designated function and mode share profile.

2.5. Principle 5: Legislative aspects

2.5.1. Relevant Victorian legislation

The determination, authorisation and implementation of speed limits shall be in accordance with relevant Victorian legislation.

Legislation relating to the authority to determine speed limits is set out in the *Road Management Act 2004* (RMA) and the *Local Government Act 1989* (LGA). Installation, operation and management of speed limit signs are covered by the Road Safety (Traffic Management) Regulations 2019 (the RS(TM)Regs).

Regulations relating to how and where speed limits apply and the rules to be observed by road users are specified in Road Safety Road Rules 2017 (RSRR).

The following table (Table 1) provides an overview of relevant legislation and regulations, including which sections and the effect.

Act of Parliament	Relevant Sections	Comments
Road Management Act 2004 (RMA)	Schedule 4, Clause 13 - Power to determine speed limits	RMA sets out DTP as the relevant authority to determine speed limits.
Local Government Act 1989 (LGA)	Schedule 11, Clause 13 - Power to determine speed limits	LGA Section 207 states that with respect to major traffic control devices, any power exercised under Schedule 11 of the LGA is conditional on the Council obtaining authorisation under the RS(TM)Regs from DTP.

Act of Parliament	Relevant Sections	Comments
Road Safety Act 1986 (RSA)	Section 17A, Obligations of Road Users Section 64, Dangerous driving	The Act covers obligations on drivers to drive in a safe manner having regard to all relevant factors and not driving in a manner dangerous to the public.
	Road Safety (Traffic Management) Regulations 2019 (RS(TM)Regs)	The RS(TM)Regs cover installation, operation and management of speed limit signs.
	Road Safety Road Rules 2017 (RSRR) Part 3 - Speed-limits Obeying the speed-limit Speed-limit where a speed-limit sign applies Speed-limit in a speed-limited area Speed-limit in a school zone Speed-limit in a shared zone Speed-limit elsewhere	RSRR set out the rules relating to how and where speed limits apply and the rules to be observed by road users.

Table 1: Speed limit related legislation in Victoria

2.5.2. Roles of road authorities in the Victorian speed zoning approval process

The relevant road authority is responsible for conducting a speed zone assessment, subject to DTP delegated officer authorisation.

Local Government has a discretionary power to determine speed limits on local roads, subject to DTP authorisation. The relevant Local Government area should conduct an assessment based on this policy for DTP final approval.

DTP is responsible for conducting speed zone assessments on arterial or other state-managed roads.

The authority to determine speed limits under the RMA is delegated to certain senior officers in DTP. The authority to exercise DTP's powers under the RS(TM)Regs to change speed limit signs is delegated to certain DTP officers. The specific roles are listed in the Instrument of Delegation.

3. SPEED ZONING DETERMINATION FRAMEWORK

The speed zoning determination framework is intended to provide clear advice to practitioners making speed zoning decisions.

This section explains:

- The process for how notional speed limits are determined.
- How Movement and Place applies to speed zoning.
- An overview of speed limit ranges and detailed speed zoning determinations based on street types.
- Default speed limits.
- How school, variable and other special purpose speed limits should be applied.

3.1. The process for determining notional speed limits

Default speed limits apply to most roads in Victoria (refer to Section 3.4). However, these speed limits may not be safe and appropriate for a particular road environment. In these cases, a practitioner should follow the process in Figure 3 to determine the notional speed limit.

Use the Movement and Place Framework to identify the appropriate Movement and Place street family, then refer to the information in Table 2 to identify the appropriate speed zone range. While generally this will reflect the current road environment, in some cases the decision may be aspirational based on the future use of the road: e.g. a new town centre in a growth area.

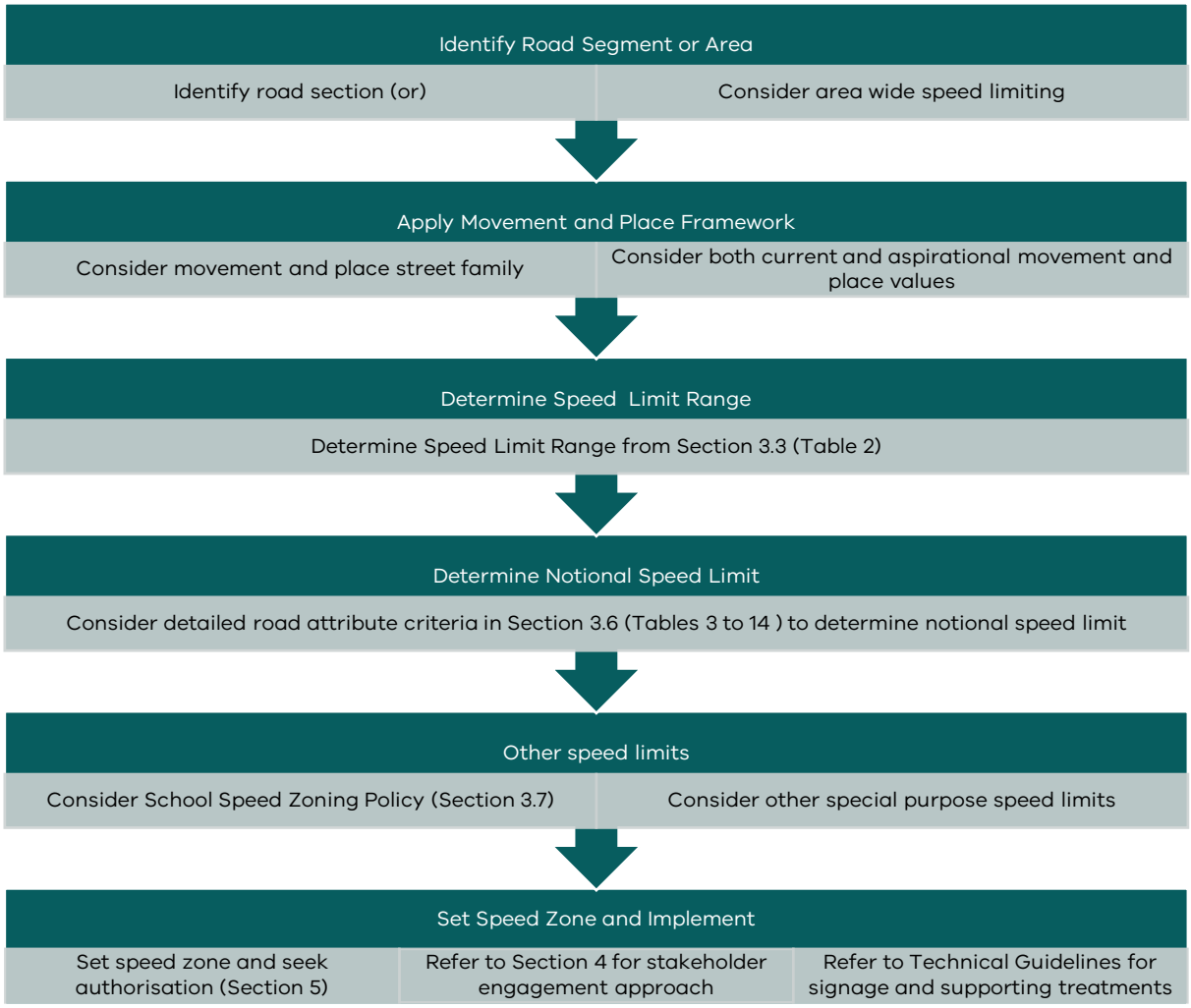

Figure 3: Process for determining and implementing speed zone changes

3.2. Movement and Place Framework

The policy sets speed zoning based on the characteristics of a particular road. The Movement and Place Framework for Victoria (https://www.vic.gov.au/movement-and-place-victoria) identifies six street families which have shared functions.

- City Hubs
- City Streets
- City Places
- Activity Streets and Boulevards
- Local Streets
- Connectors.

These street families form the basis of the Road / Street Types in Table 2.

Some street families are further refined by whether they are in a built up or non-built up area to identify appropriate speed zone ranges. Additionally, some special cases such as schools, car parks and reserves, peri-urban roads and freeways are defined separately as they do not fit neatly into the street families.

3.3. Overview of speed limit ranges

Table 2 provides direction on appropriate speed zones for different road environments having regard to the five principles of this policy and using the Movement and Place framework's six street families present in Victoria.

Road / Street Type	Description	Speed Limit Range
Shared Zones	Streets where pedestrians have priority over vehicle traffic along the road.	10 km/h
Car Parks and Recreational Reserves	Car parks, recreational reserves and other similar areas where vehicles and pedestrians mix.	20 km/h
City Place	Areas of high pedestrian and cyclist activity and lower levels of vehicle movement. City Places are places communities value and for people to enjoy. There is frequent mixing of travel modes.	10-30 km/h
City Streets and Hubs	City Streets provide a world class pedestrian friendly environment. They aim to support businesses, on-street activity and public life while ensuring excellent connections with the wider transport network. City Hubs are areas of high place value and pedestrian and cyclist activity which also perform a vehicle movement and/or public transport function.	30-40 km/h
Activity Streets and Boulevards	Activity Streets and Boulevards provide access to shops and services by all modes. There is high demand for vehicle movement as well as place with a need to balance different demands within the available road space. Activity Streets and Boulevards aim to ensure a high-quality public realm with a strong focus on supporting businesses, traders and neighbourhood life.	30-50 km/h (may be time based)
Schools	Streets around schools serve as active transport precincts for student access which need to safely support children cycling and walking.	30-40 km/h[1]
Local Streets (Built-up)	Local Streets provide quiet, safe and desirable residential access for all ages and abilities that foster community spirit and local pride. They are part of the fabric of our neighbourhoods, where we live our lives and facilitate local community access.	30-50 km/h

Road / Street Type	Description	Speed Limit Range
Higher Movement local streets **(Built-up)**	Local streets with a higher movement function that connect local streets to neighbourhood facilities. May also provide access to higher place activities.	50-60 km/h
Urban Connector (undivided) **(Built-up)**	Connectors provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities. Typically higher movement (M3) roads in urban areas.	50-60 km/h
Urban Connector (divided) **(Built-up)**	Connectors provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities. Typically high movement (M2) roads in urban areas.	60-80 km/h
Peri-Urban Roads and Hamlets **(Non-built up)**	Roads on the urban/rural fringe that have a mix of urban and rural features. This includes roads in urban growth areas that are transitioning to urban but retain some rural features.	60-80 km/h
Local Road (Non built-up)	Local roads outside built-up areas that primarily provide access to properties or connect smaller settlements.	60-100 km/h
Connector (Non built-up)	Arterial roads and highways outside built-up areas that primarily provide inter- or intra-regional connection.	80-100 km/h[2]
Freeways (Built-up)	Freeways and motorways are the primary movement corridors across the state. They have lower place value than areas that have on-street activity or environmental importance. Built-up area freeways provide intra- and inter-regional across Metropolitan Melbourne.	80-100 km/h
Freeways (Non built-up)	Freeways and motorways are the primary movement corridors across the state. They have lower place value than areas that have on-street activity or environmental importance. Non built-up area freeways provide inter-regional connection across Victoria	100-110 km/h

[1] In exceptional circumstances, a 60 km/h speed limit may be applied where there is no pedestrian or cyclist activity.

[2] In exceptional circumstances, a 60 km/h or 70 km/h speed limit may be applied where the crash rate or crash risks are unacceptably high at 80 km/h.

Table 2: Speed Zones for Roads and Streets

Section 3.6 contains detailed direction to determine the notional speed within the speed limit range. Section 3.7 contains detailed direction on the use and application of School Speed Zones.

3.4. Default speed limits

Default speed limits are set by Rule 25 of the *Road Safety Road Rules 2017* (RSRR (2017)) and provide a legal speed limit when speed limit signage is not present. The default speed limit for built-up areas is 50 km/h and the default speed limit outside built-up areas is 100 km/h.

A built-up area, in relation to a length of road, means an area in which either of the following is present for a distance of at least 500 metres or, if the length of road is shorter than 500 metres, for the whole road—

(a) buildings, not over 100 metres apart, on land next to the road;

(b) street lights not over 100 metres apart;

The main purpose of the default speed limit is to minimise the need to sign the thousands of minor roads that exist across the state. A default speed limit should only be applied to a road where it is considered safe and appropriate.

3.4.1. Default speed limits on State managed roads

Default speed limits should not be applied to State managed roads. State managed roads are freeways, arterial roads and non-arterial state roads, which carry most of the vehicular traffic across the state.

3.5. Variable speed limits

Variable speed limits (VSL) may be used where the imposition of a lower-than-normal speed limit is warranted at certain times of the day or at certain times of the year. Some reasons variable speed limits might be used include:

- because of elevated crash risk (e.g. icy or windy conditions, seasonal holiday resorts, high pedestrian traffic zones such as strip shopping centres and schools); or
- to improve road safety for congested roads (e.g. freeways during congested periods, road works sites and traffic incidents such as vehicle breakdown, loss of loads or crashes); or
- to reduce crash risk for vehicles entering from side roads on high-speed routes (e.g. through Side Road Activated Speed limits (SRAS) or at certain high-risk times).

On many freeways, traffic is actively managed to optimise throughput and maximise travel safety. VSLs are increasingly being used, in conjunction with other tools such as coordinated ramp signalling, to manage traffic flow in order to minimise traffic queuing and protect traffic approaching queued conditions on the freeway. VSL Signs (VSLS) and Lane Use Management Systems (LUMS), which incorporate VSL functionality, make better use of available road space and maintain safety in response to changing conditions resulting from incidents, congestion or adverse weather.

3.6. Determination of the notional speed limit

This section provides direction on determining the notional speed limit for each road and street type. It covers most situations on Victoria's road network and enables consistent decisions on speed zoning across the state.

To support the setting of notional speed limits, practitioners may select speed limit ranges from Table 2 which establishes a baseline speed limit for each road and street category. Additional criteria are provided in the following tables to support determining the notional speed limit. These criteria can include road characteristics, infrastructure features, presence of different road user types and road risk ratings.

In situations that may not neatly fit a particular category the speed zoning principles shall be used, along with engineering judgement, to select the most appropriate speed limit.

3.6.1. City Place

A City Place is a low-speed environment characterised by narrow road reserves and high mixing of travel modes. Pedestrian volumes are typically equal to or higher than vehicle volumes. Typical examples include laneways or the 'little streets' of the Melbourne CBD.

Speed limit	Usage
10 km/h	Should be applied in a formal shared zone where priority is given to pedestrians over vehicle traffic.
20 km/h	Should be applied where there is frequent mixing of pedestrians, cyclists and vehicle traffic and/or no separation of modes (e.g. no footpaths).
30 km/h	Should be applied where there is less frequent interaction between pedestrians, cyclists and vehicle traffic, or some separation of modes (e.g. footpaths).

Table 3: Notional speed limits for City Places

3.6.2. City Streets and Hubs

A City Street or City Hub is a street with a high place value but also performs a vehicle movement function. They typically support retail or other businesses and may have on-street trading. Pedestrians are separated from vehicle traffic but there is frequent crossing of the roadway. Typical examples include non-arterial roads in larger activity centres and the 'main streets' of the Melbourne CBD.

Speed limit	Usage
30 km/h	Should be applied where there is limited infrastructure to protect vulnerable road users.
40 km/h	Should be applied where there is adequate infrastructure to protect vulnerable road users, e.g. raised pedestrian crossing and/or separated cycling facilities.

Table 4: Notional speed limits for City Streets and Hubs

3.6.3. Activity Streets and Boulevards

Activity Streets and Boulevards have a significant movement function but also cater for higher levels of pedestrian and cyclist movement than Connectors. They will typically support some retail trade or other businesses and/or public transport interchanges. Typical examples include arterial roads through activity centres / townships.

Speed limit	Usage
30 km/h	Should select this speed limit on roads where the following conditions apply: • Activity Streets with high levels of pedestrian activity[1] and/or are near public transport stations and interchanges and no infrastructure to protect vulnerable road users, e.g. raised pedestrian crossings and/or separated cycling facilities, AND • Only on one-way roads, or two-way roads that have one lane in each direction. May be applied part-time[2] during hours of high pedestrian activity[1], with a higher prevailing speed limit outside this time (maximum of 60 km/h).
40 km/h	Should select this speed limit on roads where one of the following apply: • Where infrastructure is provided which protects vulnerable road users, such as raised crossings and/or separated cycling facilities, OR • On two-way roads with two or more lanes in each direction. May be applied part-time[2] during hours of high pedestrian activity[1], with a higher prevailing speed limit outside this time (maximum of 60 km/h).
50 km/h	Should select this speed limit on roads where one of the following apply: • Rural, regional and outer metropolitan town centres with abutting development, low level pedestrian movement and kerbside parking, OR • Built-up area boulevards that are a designated strategic cycling route and/or have high volumes of active transport.
60 km/h	Maximum speed limit where there are times of low levels of pedestrian and cyclist activity and higher movement priority.

[1] High pedestrian activity means there are frequent pedestrian movements across the carriageway.

[2] The times of operation of time-based 40 km/h speed zones are to be tailored to match the times of high pedestrian activity. Permanent 40 km/h zones may be permitted where activity is high for the majority of each day, seven days a week.

Table 5: Notional speed limits for Activity Streets and Boulevards

3.6.4. Local Streets (built-up)

The built-up area default speed limit of 50km/h typically applies to local streets (see Section 3.4). However, where the default speed limit is not safe or appropriate for the road environment, a lower limit may be warranted. The following table provides direction on applying lower speed limits to local streets.

For the purpose of this policy a 'residential collector' road – that is a road that connects a network of local streets to a higher movement local street or arterial road – should be considered a local street.

Speed limit	Usage

30 km/h	May select this speed limit where the following conditions apply:
	• On a network of local streets with a high proportion of active travel where those streets generate compliance e.g. narrow / yield streets and/or streets with traffic calming or Local Area Traffic Management (LATM), OR
	• On individual local streets where those streets:
	  ○ form part of a cycle network, a designated safe walking route to school or are near to public transport stations and interchanges, AND
	  ○ have infrastructure or design features that support 30 km/h travel speeds.

40 km/h	May be applied on a network of local streets in built-up areas to enhance safety or residential amenity as per Movement and Place objectives. N.B. Traffic calming or LATM may be required to generate compliance where average travel speeds are greater than 45 km/h.
50 km/h	Local streets in built-up areas where streets are unsigned and use the 'built-up area' default speed limit.

Table 6: Notional speed limits for Local Streets (built-up)

3.6.5. Higher Movement Local Streets

Higher movement local streets serve as a connection between local streets and the arterial road network. They are the highest level of road within a council's built-up area road hierarchy.

Speed limit	Usage
50 km/h	Should select this speed limit on roads where the following apply: • Roads where there is frequent direct property access, OR • Regular pedestrian and/or cyclist activity, including on-road bicycle facilities.
60 km/h	May select this speed limit where there is an appropriate standard of design and visibility, AND: • Little or no pedestrian and/or cyclist activity, OR

Speed limit	Usage
	• Where there is pedestrian and/or cyclist activity, separated pedestrian and cyclist facilities and dedicated pedestrian and cyclists crossing points are provided.

Table 7: Notional speed limits for Higher Movement Local Streets

3.6.6. Urban Connectors (Undivided)

Undivided urban connectors form a key part of the transport network across urban areas. They are state-controlled arterial roads that may be single or multiple lanes in each direction and serve a primary movement function and comparatively lower place function.

Speed limit	Usage
50 km/h	May select this speed limit where there is high levels of direct residential property access, and/or: • High levels of public transport usage, e.g. on-road trams, • Regular pedestrian or cyclist movements, e.g. where there are formal crossing facilities or where the road is a designated strategic cycling route, • Regular kerb-side car parking.
60 km/h	May select this speed limit when the conditions for 50 km/h are not met.

Table 8: Notional speed limits for Urban Connectors (Undivided)

3.6.7. Urban Connectors (Divided)

Divided Urban Connectors form the backbone of road transport system across urban areas. They are state-controlled arterial roads with multiple lanes in each direction that serve a primary movement function and comparatively lower place function.

Speed limit	Usage
60 km/h	Should select this speed limit where the following conditions apply: • Frequent direct access to the carriageway, OR • Kerb-side car parking, OR • On-road cycling facilities.
70 km/h	Should select this speed limit where the following conditions apply: • Direct access to the carriageway, OR • Frequent service road ingress / egress, OR • Frequent spacing of median openings, OR Or where all conditions for 80 km/h are not met.
80 km/h	Should select this speed limit where <u>all</u> the following conditions apply: • M1 or M2 movement corridor • No direct access to the corridor • No or infrequent service road access

Speed limit	Usage
	• Wide spacing of median openings, typically ≥ 1km spacing, unless controlled by traffic signals or a roundabout • Separated cycling facilities are provided • All pedestrian crossing facilities are signalised • All bus stops are offset from the traffic lane.

Table 9: Notional speed limits for Urban Connectors (Divided)

3.6.8. Peri-urban roads and Hamlets

Peri-urban roads are those which are on the urban/rural township/rural fringe. These are transitional zones where urban and rural areas meet and often have varying traffic conditions and road designs that do not fully support higher or lower speeds. Existing 'non-built up' roads in residential growth areas that are transitioning from rural to urban should be considered peri-urban for the purpose of this policy.

Hamlets are small rural settlements with sparsely developed abutting land and typically surrounded by rural land.

Speed limit	Usage
60 km/h	Should select this speed limit where the following conditions apply: • Frequent direct access from abutting properties, OR • Regular pedestrian and/or cyclist activity[1,2] or a formal footpath, OR • Urban features such as kerb and channel and street lighting Or where conditions for 70 km/h are not met.
70 km/h	May select this speed limit where the following conditions apply: • Moderate direct access from abutting properties, OR • Some pedestrian and/or cyclist activity (but not regular), OR • Rural cross section (i.e. no kerb and channel) Or where conditions for 80 km/h are not met.
80 km/h	May select this speed limit where <u>all</u> the following conditions apply: • Low level of direct access from abutting properties, AND • Little or no pedestrian and/or cyclist activity, AND • Rural cross-section (i.e. no kerb and channel).

[1] A regular level of pedestrian activity means that there are regular movements of pedestrians along the road such that on most trips an individual driver would see pedestrians.

[2] A regular level of cyclist activity means that on most trips along the road a driver encounters cyclists that share the road space and includes locations where there is an on-road bicycle lane. Generally, a road that is designated as a strategically important cycling corridor is considered to have a significant level of cyclist activity.

Table 10: Notional speed limits for Peri-Urban Roads and Hamlets

3.6.9. Local Road (non built-up)

The non built-up area default speed limit of 100km/h should apply to local roads (as defined in Section 3.4). However, where a default speed limit may not be safe or appropriate for the road environment, a lower limit may be warranted. The following table provides direction on applying lower speed limits to roads.

The Austroads Infrastructure Risk Rating (IRR) tool should be used to assist with making speed zoning assessments on rural roads (https://austroads.com.au/publications/road-safety/ap-r587a-19). This tool uses nine inputs that cover cross-section, alignment, roadside hazards and head-on risk to provide an objective assessment of the inherent risk of the road environment. It is intended to be used alongside the practitioner's judgement of other relevant factors such as road users, crash history, high-risk intersections and community feedback in decision-making.

Speed limit	Usage
60 km/h	May select this speed limit where there is: • "High" or "Medium-High" crash risk at 70 km/h using an IRR assessment, OR • High demonstrated crash rate[1] at 70 km/h, OR • The road has a tortuous alignment[2] and average travel speeds are below 70 km/h.
70 km/h	May select this speed limit where there is: • "High" or "Medium-High" crash risk at 80 km/h using an IRR assessment, OR • High demonstrated crash rate[1] at 80 km/h.
80 km/h	Should select this speed limit where there is: • "High" or "Medium-High" crash using an IRR assessment at 100 km/h, OR • "Medium" crash risk using an IRR assessment at 100 km/h and presence of other risk factors such as vulnerable road users (e.g. motorcyclists, cyclists, pedestrians, equestrians) or high-risk intersections / property accesses, OR • A high demonstrated crash rate[1].
100 km/h	Local roads in non built-up areas where streets are unsigned and use the State 'non built-up area' default speed limit.

[1] Indication of a high demonstrated crash rate is evidence of more than 0.13 casualty crashes per kilometre per year over 5 years, which qualifies the road as a black length under the Federal Black Spot Program.

[2] A road with tortuous alignment is defined as having over 300 degrees of turns per km, with numerous consecutive curves (350m to 500m radius) and numerous sharp curves (radii <350m).

Table 11: Notional speed limits for Local Roads (non built-up)

3.6.10. Connector Road (non built-up)

Connector roads in non built-up areas are arterial roads and highways that have a primary movement function. This can include divided highways that do not meet the definition of a Freeway (non-built up) provided in Section 3.6.12.

Speed limit	Usage
60 km/h	May select this speed limit in exceptional circumstances where there is: • "High" or "Medium-High" crash risk using an IRR assessment[1] at 70 km/h, OR • A high demonstrated crash rate[2] at 70 km/h, OR • The road has a tortuous alignment[3] and average travel speeds are below 70 km/h.

Speed limit	Usage
70 km/h	May select this speed limit in exceptional circumstances where there is: • "High" or "Medium-High" crash risk using an IRR assessment[1] at 80 km/h, OR • A high demonstrated crash rate[2] at 80 km/h.
80 km/h	Should select this speed limit where there is: • "High" or "Medium-High" crash risk using an IRR assessment[1] at higher speed limits, OR • A high demonstrated crash rate[2] at higher speed limits. May select this speed limit where the road has 'Medium' crash risk using an IRR assessment and the road has other factors such as vulnerable road users (e.g. motorcyclists, cyclists, pedestrians, equestrians) or high-risk intersections.
100 km/h	May select this speed limit where the cross section supports 100 km/h. Examples include: • The road has a "Low" or "Medium-Low" crash risk using an IRR assessment[1], OR • The road has a "Medium" crash risk using an IRR assessment and does not have any other extenuating risk factors, OR • The road does NOT have a high demonstrated crash rate[2].

[1] The Austroads Infrastructure Risk Rating (IRR) tool should be used to assist with making speed zoning assessments on high risk rural roads (https://austroads.com.au/publications/road-safety/ap-r587a-19). This tool uses nine inputs that cover cross-section, alignment, roadside hazards and head-on risk to provide an objective assessment of the inherent risk of the road environment.

[2] Indication of a high demonstrated crash rate is evidence of more than 0.13 casualty crashes per kilometre per year over 5 years. This is the threshold to designate a road as a 'black length'. This data can be found online through *Victorian Road Crash Data* on the Victorian Government's open data platform or through Road Crash Information System (RCIS) for DTP staff.

[3] A road with tortuous alignment is defined as having over 300 degrees of turns per km, with numerous consecutive curves (350m to 500m radius) and numerous sharp curves (radii <350m).

Table 12: Notional speed limits for Connector Roads (non built-up)

3.6.11. Freeway / Motorway / Tollway (built-up)

This policy covers permanent or prevailing speed limits on freeways / motorways / tollways in built-up areas.

Variable Speed Limits (VSL) may be applied through Variable Speed Limit Signs (VSLS) and Lane Use Management Systems (LUMS) present on some freeways. The use of VSL is guided by the DTP's *Managed Freeways Handbook*.

Speed limit	Usage
80 km/h	Should select this speed limit where: • Alignment standard or sight distance issues that are likely to impact the safety and operation of the section of freeway, OR • Closely spaced interchanges and complex weaving manoeuvres, OR • High levels of congestion, OR • Turning roadways or ramps at interchanges, OR

Speed limit	Usage
	• Tunnels with confined cross sections, OR • At freeway terminals, OR • A poor crash history or high crash risk which cannot be addressed through improvements to the road infrastructure in the short-term, OR • Sections that are subject to severe levels of wind or adverse weather, such as elevated roadways (generally variable speed limits would apply, dependent on the conditions), OR • High traffic volumes where a lower speed limit would optimise traffic flow.
100 km/h	Should select this speed limit where the conditions for an 80 km/h speed limit do not apply. N.B. A 100 km/h speed limit may be selected where some of the 80 km/h conditions are present, and there is NOT an elevated crash rate.

Table 13: Notional speed limits for Freeways / Motorways / Tollways (built-up)

3.6.12. Freeway / Motorway / Tollway (non built-up)

This policy covers permanent or prevailing speed limits on freeways / motorways / tollways in non built-up areas.

Variable Speed Limits (VSL) may be applied through Variable Speed Limit Signs (VSLS) and Lane Use Management Systems (LUMS) present on some freeways. The use of VSL is guided by the *Managed Freeways*.

Speed limit	Usage
100 km/h	Should select this speed limit where: • Traffic volumes exceed 25,000 vehicles per day (vpd), OR • Interchanges are closely spaced (i.e. less than 3km apart), OR • On the fringes of Melbourne or provincial cities where there is frequent lane changes and/or complex traffic manoeuvres.
110 km/h	May select this speed limit where the road satisfies all the following: • Perform an interstate or inter-regional transport function, AND • Be a divided freeway / motorway / tollway with a design speed of 120 km/h, AND • Have full access control[1], AND • Have sealed shoulders and appropriate roadside, AND • Have a low crash risk determined by a formal road safety risk assessment utilising risk assessment tool such as IRR. N.B. if any of the conditions for a 100 km/h are met then a 110 km/h speed limit is not applicable.

[1] Some well-spaced (greater than 3 km), low volume (less than 100 vpd) at-grade intersections should not exclude a 110 km/h speed limit if the crash risk is considered satisfactory.

Table 14: Notional speed limits for Freeways / Motorways / Tollways (non built-up)

3.6.13. Further considerations in determining the notional speed limit

Further to the notional speed limits specified in Tables 3-14, consideration should be given to other factors that may influence the speed limit. In certain circumstances it may be appropriate to adopt a different speed to achieve safer travel speeds that align with the function of the road. For example, lower speed limits may be appropriate along roads and in areas where there are high numbers of vulnerable road users or where the crash risk is high because of sub-standard infrastructure. Speed limits that are higher may be appropriate on higher standard roads on which the crash risk is low.

The consideration of other factors that may influence the speed limit should be documented such that decisions can be understood into the future.

3.7. School speed zones

The purpose of a school speed zone is to assist with the safe movement of children by active transport means (walking or cycling) and the local community. As a minimum requirement, every school must have a school speed zone on any road with a school gate, typically up to 200m either side of the gate.

Beyond the minimum requirements, school speed zones may also be applied:

- On other roads up to 200 metres around the school to create an active travel precinct.
- At a remote school crossing.

Table 15 outlines the approach to school speed zones.

Speed limit	Usage
30 km/h (on streets abutting the school)	Should select this speed limit in the following circumstances: • On local streets in built up areas: as the school speed zone limit on streets abutting the schools. The speed limit should be permanent, except for higher movement local streets where a variable speed limit may be used, OR • On arterial roads in built up areas: as the school speed zone limit (variable time-based) on roads abutting the school that are one-way, or two-way that have one lane in each direction with a prevailing speed limit of 60 km/h or lower.
30 km/h (active travel precinct)	May select this speed limit in the following circumstances: • On local streets: within a 200-metre radius around the school boundary. Speed limits may be variable (time/day based), permanent or a combination of variable and permanent speed limits. • On arterial roads: where the road is abutting the school or where there is a remote school crossing per Sections 3.7.1 and 3.7.6.
40 km/h	Should be applied in the following circumstances: • On local streets: where already established, schools may continue to apply existing school 40 km/h speed zones on streets abutting a school (where access can be reasonably expected), OR • On arterial roads: as the school speed zone limit (variable time-based) on roads abutting the school that are divided or with more than one lane in each direction, OR • Where the prevailing speed limit is 70 km/h or higher. N.B. This is the maximum speed limit permissible for a school speed zone where school children cross the road.

Speed limit	Usage
60 km/h	May select this speed limit on 80 km/h or higher roads outside built-up areas with no school or pedestrian crossing (variable time-based).

Table 15: Speed Limits for School Speed Zones

3.7.1. On roads abutting a school

Every school (primary and secondary) shall have a 30 km/h or 40 km/h school speed zone on a road abutting the school with a gate, as it is likely to generate pedestrian movements across a road. The purpose is to ensure school frontages are safe and comfortable and protect students from conflicts with vehicles.

3.7.2. 30 km/h school active travel precincts

The precinct surrounding the school provides for active transport movements and the safety and convenience of pedestrians and cyclists. The precinct can also serve as an important connection point for local communities, enabling pick up and drop off to occur further away from the school gate and greater active transport participation from children.

To support these activities, schools and local governments may apply an optional 30 km/h in the precinct on local streets, and a 30 km/h or 40 km/h variable speed limit on arterials roads.

The active transport precinct may:

- Be applied in a 200-metre precinct from the school boundary (this is a principle to be followed, and some variance to account for operational and/or safety factors may be applied).
- Apply to roads that would be reasonably expected to be used for active travel to school.
- Support active travel with features that create an environment supportive of 30 km/h travel speeds either through the existing cross section of the road or through the addition of LATM schemes.
- Be joined with neighbouring school precincts to create consistency of speed zoning.
- See each school individually assessed for the preferred combination of 30 km/h permanent, time based or combination zones depending on the alignment, traffic volume and infrastructure available on each street.

Schools and local governments may also apply 30 km/h along cycling and safe route to school corridors beyond the 200-metre precinct as per the application of the other streets speed limits within this policy. Figure 4 demonstrates how school zone limits may apply.

School active travel precincts may also be combined with other infrastructure changes such as modal filters, signage and line marking, management of parking demand, raised crossing points or other features which may promote safe active travel.

Further guidance is available through the speed zoning technical guidelines and supplementary school active travel precinct guidelines.

[1] School catchment areas are geographical zones around schools that define where most students must reside to be eligible for enrolment in specific schools, with boundaries determined by Department of Education.

Figure 4: Application of school speed zone limits

3.7.3. Times of school speed zones

The times of 8:00–9:30am and 2.30–4:00pm on school days are the only school speed zone times in Victoria. They have been chosen to reflect peak pedestrian periods at the start and end of a typical school day.

A small number of schools may have different start and end times. However, as the above times of operation are well understood by the Victorian community, and generally see a high level of compliance, it is important that these times are not modified. This approach is consistent with the Road User Expectation Principle which states that speed limits should be set in a consistent manner, and that combinations of similar environments and factors should have the same speed limit.

3.7.4. Days of operation

The days of operation are determined by the term dates for Victorian government schools, which are gazetted annually. There will be times when the operation of the reduced speed limit does not match the days when some schools are open, or there may be days when students are arriving or leaving the school when the school speed zone is not in operation. However, this approach is to provide consistent school speed zone times across the state to simplify communication with road users and encourage road user compliance.

3.7.5. Public holidays in non-metropolitan areas

The Victorian non-metropolitan municipalities that declare an alternative public holiday(s) (in accordance with the *Public Holidays Act 1993*) will have their electronic school speed zone signs switched on for both Melbourne Cup Day and the alternative public holiday(s).

This means a small number of electronic school speed zone signs will be active when schools are not open, however this approach ensures the safest outcome for the community by minimising confusion to drivers.

3.7.6. Remote school crossings

High concentrations of pedestrian activity can also occur away from schools in some situations. Where there is pedestrian movement across a road outside of a school, the main infrastructure treatment to assist pedestrians safely crossing the road is a formal pedestrian crossing (e.g. flagged school crossing or signalised crossing). A supporting school speed zone may also be implemented to assist safe pedestrian movements across the road.

The remote crossing school speed zone should follow the same principles as a regular school speed zone on abutting streets, i.e. be either 30 km/h or 40 km/h as appropriate to the road environment and apply for 200m either side of the crossing.

3.8. The use of 90 km/h speed limits

The installation of new 90 km/h speed limits may only be used in exceptional circumstances with special approval following a detailed engineering assessment. Therefore, no specific guidance on the usage of 90 km/h speed limits is provided to determine notional speed limits based on standard criteria.

Existing 90 km/h speed limits will remain where community support exists and the road is of suitable standard.

3.9. Railway level crossings in rural areas

At railway level crossings on rural roads, the maximum speed limit in the vicinity of the railway level crossing shall be 80 km/h.

3.10. Traffic signals in high-speed environments

Where traffic signals exist, the maximum speed limit through the site shall be 80 km/h.

This maximum speed limit has been adopted to ensure that drivers in high-speed environments have enough time to react to the traffic signals and are able to safely come to a complete stop.

It should be noted that this does not apply to managed motorways.

3.11. Higher speed limits on rural highways and freeways

The highest speed limit in Victoria is 110 km/h, which has been adopted on a limited number of rural freeways and highways that have a high standard of infrastructure and low risk. This limit has been chosen as it matches the design standard of the road and associated infrastructure.

There are a small number of rural undivided highways with 110 km/h speed limits in Victoria. No new 110 km/h speed limits are permitted on undivided highways; however existing 110 km/h speed limits may be retained where the road has a low crash rate (i.e. less than 0.13 casualty crashes per kilometre per year over 5 years).

3.12. Unsealed roads

Default speed limits are commonly applied to unsealed roads. Notwithstanding this, a default speed limit should only be applied to an unsealed road if it is considered safe and appropriate.

Where the default speed limit is not considered safe and appropriate on an unsealed road, a safe and appropriate signed speed limit may be applied. An IRR assessment should be conducted to determine the notional speed limit where the default speed limit is not considered safe and appropriate. Refer to the guidance in Table 11 in Section 3.6.9 for selecting an appropriate speed limit.

For the purpose of this policy, a road with a single sealed lane where a vehicle would be required to drive on an unsealed shoulder to pass another vehicle should be considered an unsealed road.

3.13. Speed limits for heavy vehicles

Special speed limits are applicable to certain classes of vehicles. For example, buses with a gross vehicle mass (GVM) of over 5 tonnes, a prime mover with a GCM over 22 tonnes and vehicles other than a bus with GVM over 12 tonnes are restricted to a maximum speed of 100 km/h, even if the posted speed limit is higher. This requirement is set out in RSRR (2017), Rule 21 (2) and in other Acts and Regulations. These speed limits are not signposted.

3.14. Speed limit transitions

The provision of 'Speed Limit AHEAD' signs is the preferred method of transitioning from one speed zone to another where:

- The transition is into a low speed activity street or boulevard or schools (e.g. 40 km/h or below); or
- The difference in speed between the two speed zones is 30 km/h or greater.

The use of 'Speed Limit AHEAD' signs provides drivers with adequate opportunity to slow down at a safe and comfortable rate.

Transitional regulatory speed limits, often referred to as buffer zones (e.g. an interim 80 km/h speed zone between a transition from a 100 km/h speed zone to a 60 km/h speed zone), are no longer used in Victoria.

3.15. Supporting treatments for low-speed environments

Where existing road environments do not encourage vehicles to travel at low speeds, speed management treatments may be used to support the lower speed limit.

There are various treatment solutions that range in cost and effectiveness. The ideal treatment may vary based on each individual road environment and so engineering judgement is required to determine if and what treatment is to be used.

More information and examples of traffic management treatments to support low speed environments can be found in the following documents:

- Austroads Guide to Traffic Management Part 8 - Local Area Traffic Management
- Australian Standard AS 1742.13 Local area traffic management
- DTP / VicRoads supplements to the above documents.

3.16. Selecting a design speed

When designing a new road or upgrade to an existing road the posted speed limit shall be set according to the notional speed limit determined by Section 3.6 of this policy.

N.B. A tolerance for the design speed from the posted speed limit may apply: refer to DTP's *Supplement to Austroads Guide to Road Design, Part 3: Geometric Design* for any such tolerances.

3.17. Speed limit rationalisation

When reviewing and implementing speed limits, consideration should be given to adjacent speed limits so that the number of speed limit changes is minimised, short speed zones do not result, and route consistency is achieved. Generally, any rationalisation of adjacent speed limits should aim to adopt the lower speed limit. However, in circumstances where an increase in the speed limit is considered necessary to achieve the best overall outcome, a thorough analysis of the road safety risk shall be undertaken including the crash history of the relevant section.

3.18. Speed limit consistency

When reviewing and implementing speed limits, consideration should be given to ensuring consistency of speed limits along each length of road and across a network of roads. It is important to provide road users with consistent and predictable speed limits to minimise potential confusion and unintended outcomes.

For example: An arterial road speed limit is reduced. The reduction results in an abutting local street with a higher speed limit than the arterial road. The arterial road reduction leads to unintended outcomes for the local street. Suggested practice for this example would be to consider reducing the local street speed limit as well as the arterial road speed limit.

3.19. Offset Speed Zones

In most cases a speed zone should be applied to a particular length of roadway for both directions of travel. However, offset speed zones (speed zones that that have different speed limits for each direction of travel) may be permitted on divided roads where carriageways operate independently of each other, or on roads where the speed limit is reduced due to isolated traffic signals or railway level crossings in high-speed environments.

3.20. Pavements in poor condition

Temporary lowering of the speed limit may be appropriate when the condition of the road pavement becomes hazardous to an extent that is unable to be managed by regular routine maintenance. On roads managed by DTP, signing advice is set out in the *'Pavements in Poor Condition – Guidelines TN109'*. Signing options available include a range of warning signs and lower speed limits. The guideline could also be applied to local streets and is available to councils on request.

3.21. Impact on traffic signals and fixed road safety camera operation

Where a speed limit is changed, the need to change traffic signal timings (e.g. inter-green times) shall be assessed at any directly affected traffic signal sites. Traffic signal phasing may also need to be assessed as part of this process. Proposed speed limit changes in the vicinity of traffic signals shall be referred to DTP Signal Services for this purpose.

If the operation of any fixed safety camera is impacted by a proposed speed limit change, consultation with Department of Justice and Community Safety (DJCS) shall be undertaken.

3.22. Collecting speed data

When considering altering a speed zone or changing the speed limit, it is considered good practice to obtain the current speeds vehicles are travelling through that particular section of the network. This speed data provides additional context and allows for a greater understanding of how this subject road is currently operating. In addition, analysing the speed data may support the proposal of changing the speed and may be particularly influential in obtaining support during the stakeholder engagement phase for speed changes.

Post-implementation evaluation of vehicle speeds is expected to be carried out. This provides valuable insights into the effectiveness of the speed zone change and will help determine whether additional changes to the road environment are required to support compliance.

4. STAKEHOLDER ENGAGEMENT

This section explains the role of stakeholder engagement in considering and implementing speed zoning changes. It includes advice on various approaches to stakeholder engagement based on expected community response.

Speed limit changes are primarily guided by the principles outlined in Section 2 and the determination framework in Section 3 of this document. Stakeholder engagement should be undertaken as part of a speed zone change. For the purposes of this policy, stakeholders are defined in Section 4.1.

Engagement with the community is not a requirement of this policy, however it may be considered where there is an opportunity to provide feedback on different options.

4.1. Stakeholder engagement

Prior to seeking approval for a speed limit or speed limit change, regardless of the road classification and responsible authority, engagement should occur with:

- Victoria Police
- Department of Transport and Planning
- The relevant municipal council or road authority (e.g. Parks Victoria, Department of Environment, Land Water & Planning)
- Department of Justice and Community Safety where road safety cameras exist (refer to Section 3.21)
- In appropriate circumstances, other stakeholders such as public transport operators.

Stakeholder consultation and management of feedback is typically undertaken by, and at the discretion of, the responsible road authority (e.g. for a municipal road, the relevant municipal council would be responsible for this process).

4.2. Community information and engagement

In most cases the appropriate speed limit for a road will be defined by the speed zone determination framework in Section 3 of this policy. The level of community engagement is based on the level of impact and ability of the community to genuinely influence the outcome of the decision.

In some cases, there may be opportunity to engage with the community on different options.

The following table outlines suggested communication and engagement approaches, when required to inform the community (rather than being self-explanatory or expected (Section 4.2.1)).

Category	Description	Examples may include	Community engagement approach
Operational speed zone change	A speed zone change made for operational reasons.	Extension of current speed zone. School speed zone for a new school. A road with a high crash history, or where safety concerns have been raised by the community, emergency services or other stakeholders.	The road authority shall inform the community of the change via installation of New Limit Plates
Standard speed zone change	The notional speed limit is likely to be consistent and credible with typical road user expectations.	A new activity centre speed limit. A residential collector road is changed to a 50 km/h default speed limit.	The road authority shall inform of the change via installation of New Limit Plates. May consider VMS for higher volume roads.
Significant speed zone change	The notional speed limit will affect a large number of users or may not align with typical road user expectations.	A speed zone change on a section of a major highway. An area-wide speed limit change in a local area. Multiple speed changes in a small area.	Consider a communications and engagement plan to inform road users of the speed zone change.
Consultation on options	The road authority has two (or more) genuine options for a speed zone change and is seeking community feedback on the options.	An LGA has the option of implementing a 30 km/h or 40 km/h speed limit in a local area. DTP may have the option of installing roadside barriers or a lower speed limit.	Present the options to the community and invite feedback. This may include a survey or qualitative feedback.

Table 16: Community information and engagement approaches

4.2.1. Further guidance on informing community and stakeholders

In some cases, it may be appropriate to inform a wider range of stakeholders. Examples include those who are located on or near a road with a significant speed change. This may include nearby community facilities (e.g. health services, library, schools, kindergartens, etc), businesses or community organisations.

It may be helpful to include information about how the speed limit was determined on the road authority's website. That allows those who are interested in why the speed change has happened to get more information. For highly significant speed zone changes a local media / social media campaign could be considered.

Any concerns with community and stakeholder needs about a speed change should be discussed with the relevant road authority's communications team for advice and to determine an appropriate engagement approach.

5. APPROVALS

This section explains:

- Authority to installed speed zone related devices
- Authorisation of speed limits signage.

5.1. Authority to install speed zone related traffic control devices

Refer to Section 2.5 for legislation relating to the authority to determine speed limits.

Speed limit signs are described in the RS(TM)Regs as major traffic control devices (TCDs).

Major TCDs place a significant and legally enforceable condition on what road users may do and/or can have a significant impact on the use of a road.

The power of road authorities to erect, display, place, remove or alter speed zone-related major TCDs is regulated by Part 2, Division 2, regulations 9, 10 and 11 of the RS(TM)Regs and summarised in Table 17.

Road or Road Related Area is part of:	Power to erect, display, place, remove or alter TCDs	Conditions
Regulation 9 – DTP		
A freeway	All TCDs	None
An arterial road	All TCDs	None relating to speed zoning
Other than part of a freeway or arterial road	Speed-limit devices (road lengths and areas) Shared zone devices	Under reg. 9(4) and 10 – DTP must consult with relevant councils
Regulation 11(1) – Responsible road authorities (other than Councils)		
An area under road authority's care and management	All Major TCDs other than a temporary works speed limit sign	With the authority of DTP
Regulation 11(2) – Councils		
An arterial road	A Major TCD	With the authority of DTP

Table 17: Road authority power to erect speed zone-related Major Traffic Control Devices

An application for a Memorandum of Authorisation (MOA) must be made to DTP when the responsible road authority / Council does not have the power to use a major TCD or requires the authority of DTP to use a major TCD.

For DTP delegation and authorisation of powers under the RS(TM)Regs, refer to Section 5.2.

5.2. Authorisation of speed limit signs

The RS(TM)Regs prescribe requirements for the authorisation of traffic control devices in Victoria. The RS(TM)Regs categorise traffic control devices into major and minor traffic control devices, with differing powers relating to the authorisation of each category of traffic control device.

The speed limit related major traffic control devices referred to in these guidelines are:

- speed limit / end speed limit signs
- area speed limit / end area speed limit signs
- shared zone signs / end shared zone signs.

An Instrument of Delegation that DTP has issued, gives certain DTP officers the authority to exercise DTP's powers under the RS(TM)Regs, in relation to major traffic control devices (other than works advisory devices).

For DTP staff, a full list of these positions within the Instrument of Delegation relating to the above powers can be found under Delegations and Authorisations on the DTP Intranet.

5.2.1. Speed limits along a road length or for an area

Rule 21(3) of the RSRR specifies that a speed limit sign on a road applies to the length of road beginning at the speed limit sign and ending at the nearest of the following:

- A speed limit sign on the road with a different number on the sign
- An end speed limit sign or speed derestriction sign on the road
- The end of the road if the road ends at a T-intersection or dead end.

The RSRR also allow for speed limited areas (Rule 22) and speed limited shared zones (Rule 24) which should only be applied to areas clearly identifiable to the road user (e.g. car parks or laneways) and signed appropriately.

6. DOCUMENT INFORMATION

Title:	Speed Zoning Policy
Edition:	3
Group:	Network Design and Integration
Division:	Road Safety Victoria
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Date of Approval:	14 August 2025

Document Revision History			
Edition / Revision	Pages(s)	Issue Date	Amendment Description
Edition 1	All	June 2017	First Edition – replaces VicRoads Traffic Engineering Manual Volume 1, Chapter 7 – Speed Zoning Guidelines
Edition 2	All	November 2021	– Separation of content into Speed Zoning Policy and Speed Zoning Technical Guidelines. – No significant changes to speed zoning principles or speed zoning policy
Edition 3	All	August 2025	– Inclusion of 30 km/h and 70 km/h as standard speed limits. – Updates to speed zoning principles to reflect contemporary practice. – Alignment of allotted speed zones to Movement and Place road and street families – Inclusion of speed zoning decision guidance into the policy from the Speed Zoning Technical Guidelines

6.1. Document feedback

For inquiries or feedback regarding this document please contact:

- Safer Roads and Speed Team: saferroadsandspeeds@transport.vic.gov.au
- Leave feedback via the ‘contact us’ page on transport.vic.gov.au

Department of Transport and Planning (VIC)

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