BIG IDEA
30km/h speed limits for local streets
## Travel time – active transport

<table>
<thead>
<tr>
<th>Average Speed</th>
<th>Travel time for 1km</th>
<th>Travel time for 3.5km</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 km/h</td>
<td>12 min</td>
<td>42 min</td>
</tr>
<tr>
<td>15 km/h</td>
<td>4 min</td>
<td>14 min</td>
</tr>
</tbody>
</table>
## Travel time - urban area

<table>
<thead>
<tr>
<th>Average Speed</th>
<th>Travel time for 1km</th>
<th>Travel time for 3.5km</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 km/h</td>
<td>12 min</td>
<td>42 min</td>
</tr>
<tr>
<td>15 km/h</td>
<td>4 min</td>
<td>14 min</td>
</tr>
<tr>
<td>21 km/h</td>
<td>2.9 min</td>
<td>10 min</td>
</tr>
<tr>
<td>26.4 km/h</td>
<td>2.3 min</td>
<td>8 min</td>
</tr>
</tbody>
</table>

* Source: ADAC Tempo 30 Pro Contra (2015)
Travel time vs speed limit

Travel times for a 3.5 km journey in urban areas

Source: ADAC Tempo 30 Pro Contra (2015)
Risk of injury vs impact speed

Safe speeds for our streets

Source: Cities Safer by Design (2015) wri.org/publication/cities-safer-design
30 km/h sweet spot for urban areas

Area-wide low speed zones

Holiday parks are a great Australian example

- Low traffic - low speed environments
- Children are given the license to be independent street users
Oz kids miss out on active travel

<table>
<thead>
<tr>
<th>Country</th>
<th>0%</th>
<th>20%</th>
<th>40%</th>
<th>60%</th>
<th>80%</th>
<th>100%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Japan</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>40%</td>
</tr>
<tr>
<td>Netherlands</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>60%</td>
</tr>
<tr>
<td>Finland</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>40%</td>
<td></td>
</tr>
<tr>
<td>Denmark</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>60%</td>
<td></td>
</tr>
<tr>
<td>Germany</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Australia</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source:
Australia ranks **32 out of 38 countries** on child well-being outcomes compared to peer OECD countries.

Unicef’s 2020 ranking on children’s wellbeing

<table>
<thead>
<tr>
<th>Overall Ranking out of 38</th>
<th>Mental Wellbeing</th>
<th>Physical Health</th>
<th>Skills</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Netherlands</td>
<td>Top 3rd</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Denmark</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Norway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>Australia</td>
<td>Bottom 3rd</td>
<td>Bottom 3rd</td>
</tr>
</tbody>
</table>
Wellbeing & independent mobility

Children’s well-being & independent mobility

Source: PSI study on Children’s Independent Mobility: an international comparison and recommendations for action.
Streets must be easy to cross

Factors
How easy it is to cross a street?

Elderly and kids struggle to cross 50km/h+ streets

Source: sociallifeproject.org
80/20 rule (Pareto principle)

80% of consequences come from 20% of causes

For example

- 80% of required learning can be learned with 20% of the effort
- 80% of your profits come from 20% of your products
Applying the 80/20 rule

On our urban road network

80% of cars on 20% of streets at a given time (arterial road)

20% of cars on 80% of streets at a given time (local street)
30km/h on most local streets

- Berlin
- Tokyo
- London
- Paris
- Madrid
- Helsinki
- Auckland
- Washington
- Sydney

✓ for cities with 30km/h speed limit
✗ for Sydney
Foundation for improvements at reasonable costs

Crossing for “pedestrians”

Japanese side street with low speed limit

Source: taimages.railstotrails.org

Source: Ursa Komac
Best practice is to separate people walking from people cycling.

Shared 30km/h streets can also help to keep cyclists and pedestrians separate from one another.
Lower speed limits make a difference

They did in Australia from 1995-2005

19% reduction in casualty crashes
Reducing default speed limit from 60km/h to 50km/h

20% increase in casualty crashes on 70-110km/h streets
Not only in “High pedestrian areas”

Latent demand
Low pedestrians activity is not a measure for future demand

Network is only as good as its worst link
The whole journey from home to school/local shops needs be safe to enable active transport

Source: istock
Area-wide limits better value for money

For residual compliance issues, inexpensive traffic calming – signs, lines, staggered parking bays, planters – are often sufficient.

Source: Joseph McGann Bloomberg Philanthropies

Source: istock Leipzig
Change is not impossible

Source: Flight Attendant Lighting Cigar for Passenger - Getty Images