

Area wide 30km/h speed limits



Lena Huda, Micromobility Conference, 26th November 2022

My advocacy “channels”



WalkSydney

The peak body for walking in Greater Sydney



For a 30km/h urban default



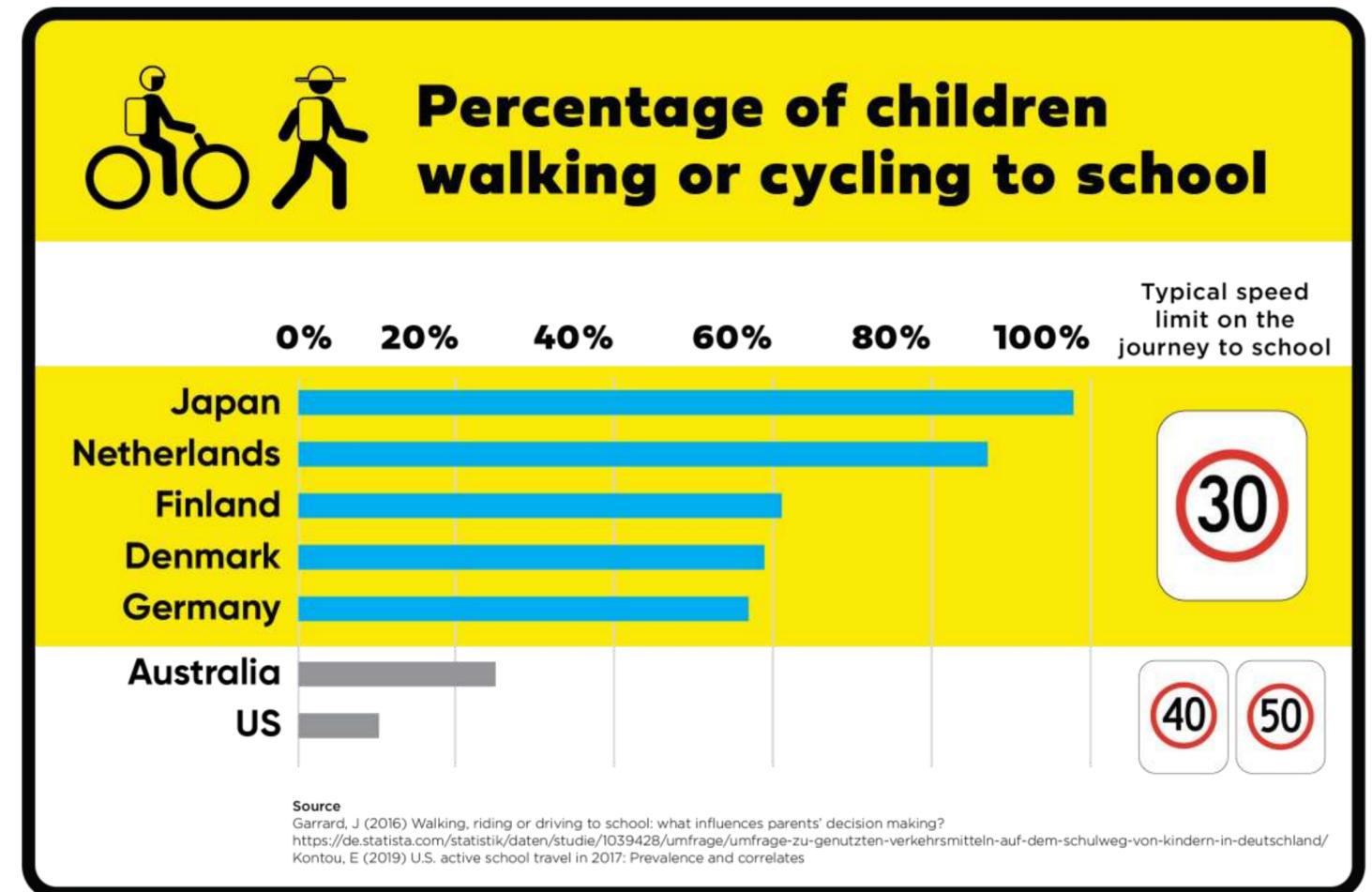
Footpaths and crossings or 30km/h speed limits in the walking catchment of schools

Desire for active travel for kids unites us

Parents get excited by the idea that their children can get around independently

Children like to walk and ride

If the only thing we were missing was bike lanes, then our kids should be fine: they are allowed to ride on footpaths that are (depending on LGA) widely available



Independent Kids and Vision 0



Children walking in Oslo

Not a single child was killed on the roads of two Scandinavian capital cities, Oslo and Helsinki, in 2019.

Such welcome news is the culmination of steady decline in road-related deaths in recent years, thanks not only to the efforts of city planners' infrastructure developments, but also a strong societal 'movement' towards making cities a haven for pedestrians and cyclists.

'Jubilant' local authorities in the Finnish capital say that multiple measures have helped bring about this breakthrough figure, including the cutting of speed limits in designated urban areas, new traffic cameras, and upgrades to pedestrian crossings.

'Reducing speed limits..a key factor'



Community values happy, independent kids

Why Safe Streets for Schools is needed for Illawarra kids: Editorial

Subscribers Only

f t e A A A



SAFE RIDING: Safe Streets to School co-founder Lena Huda riding a bike with her kids Jojo, Alex, Annabelle and Hanna. Picture: Adam McLean

"More often than we think we need to accept that change is necessary (like reducing urban speed limits) to keep things we value (children being active and independent)."

↳ View 3 more replies



Peter McWatters

By the picture, you still have a lot to teach them, single file, and close to the edge of the road, not out in the middle.

Like Reply Hide [Send message](#) 5 d



Author

30Please.org

Peter McWatters This picture is taken on a quiet residential cul-de-sac. There is no need to drive fast here and this should be a street where kids can play cricket, ride skateboards and practice riding their bikes.

Like Reply Commented on by **Lena Huda** ⓘ 5 d



↳ 14 replies



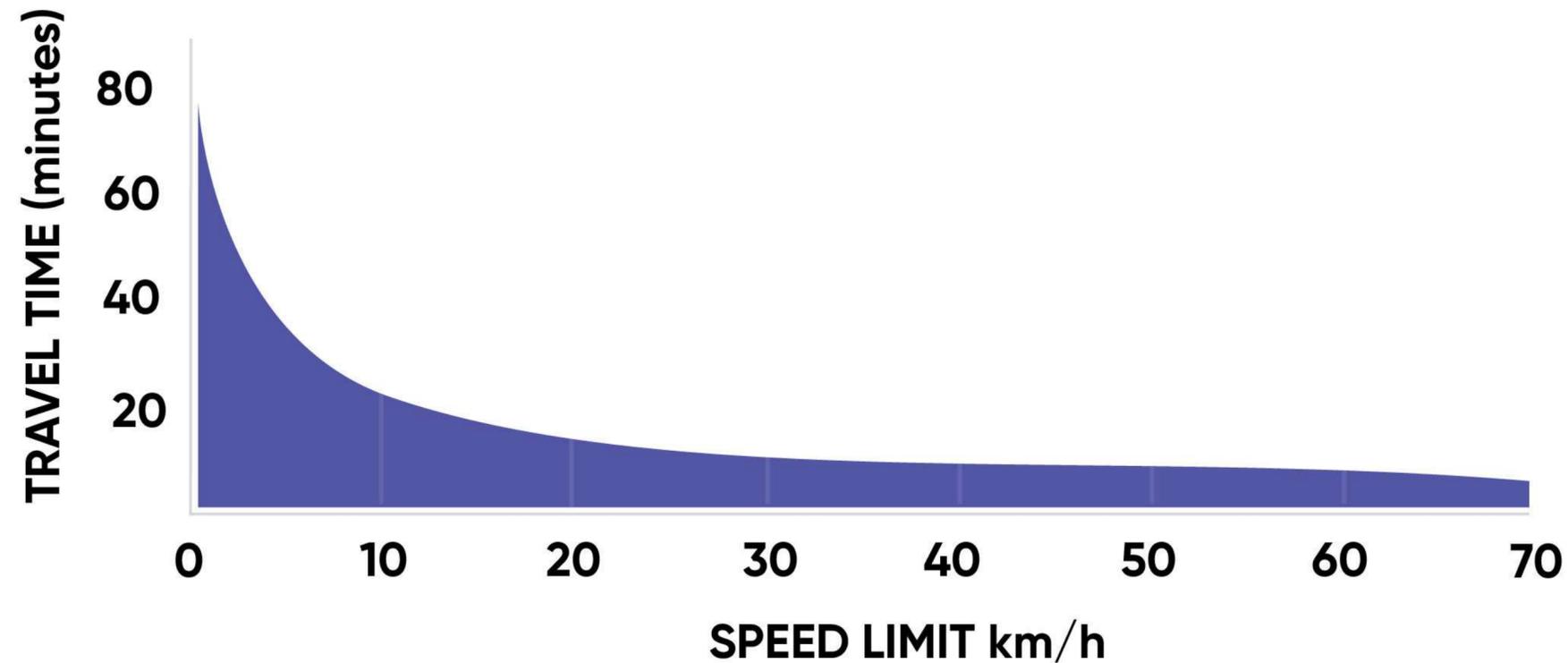
Travel time urban area

	Average Speed	Travel time for 1km	Travel time for 3.5km
	5km/h	12 min	42 min
	15km/h	4 min	14 min
	21km/h	2.9 min	10 min
	26.4km/h	2.3 min	8 min

*Source: ADAC Tempo 30 Pro Contra (2015)



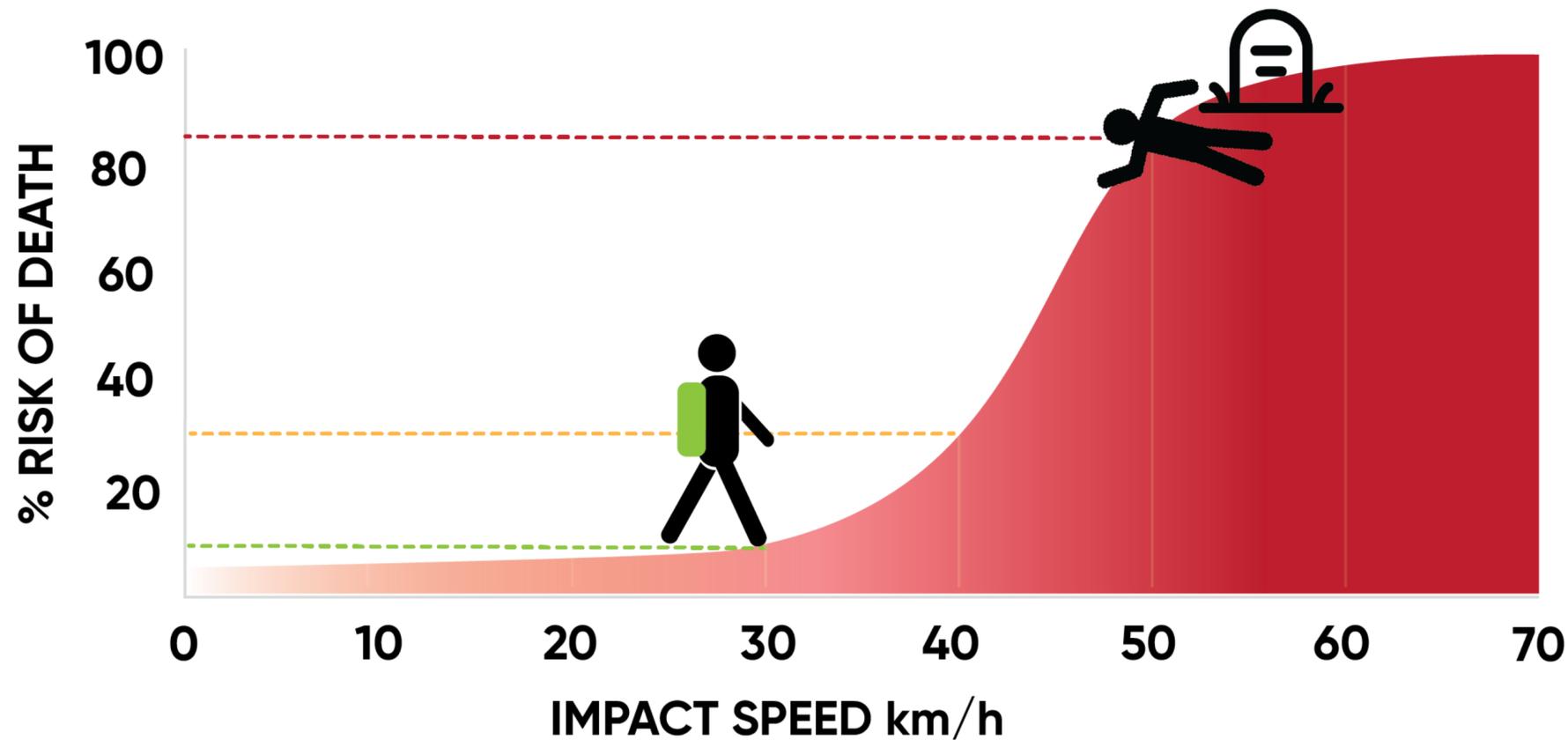
Travel time vs speed limit



Source - ADAC Tempo 30 Pro-Contra (2015)



Risk of injury vs impact speed

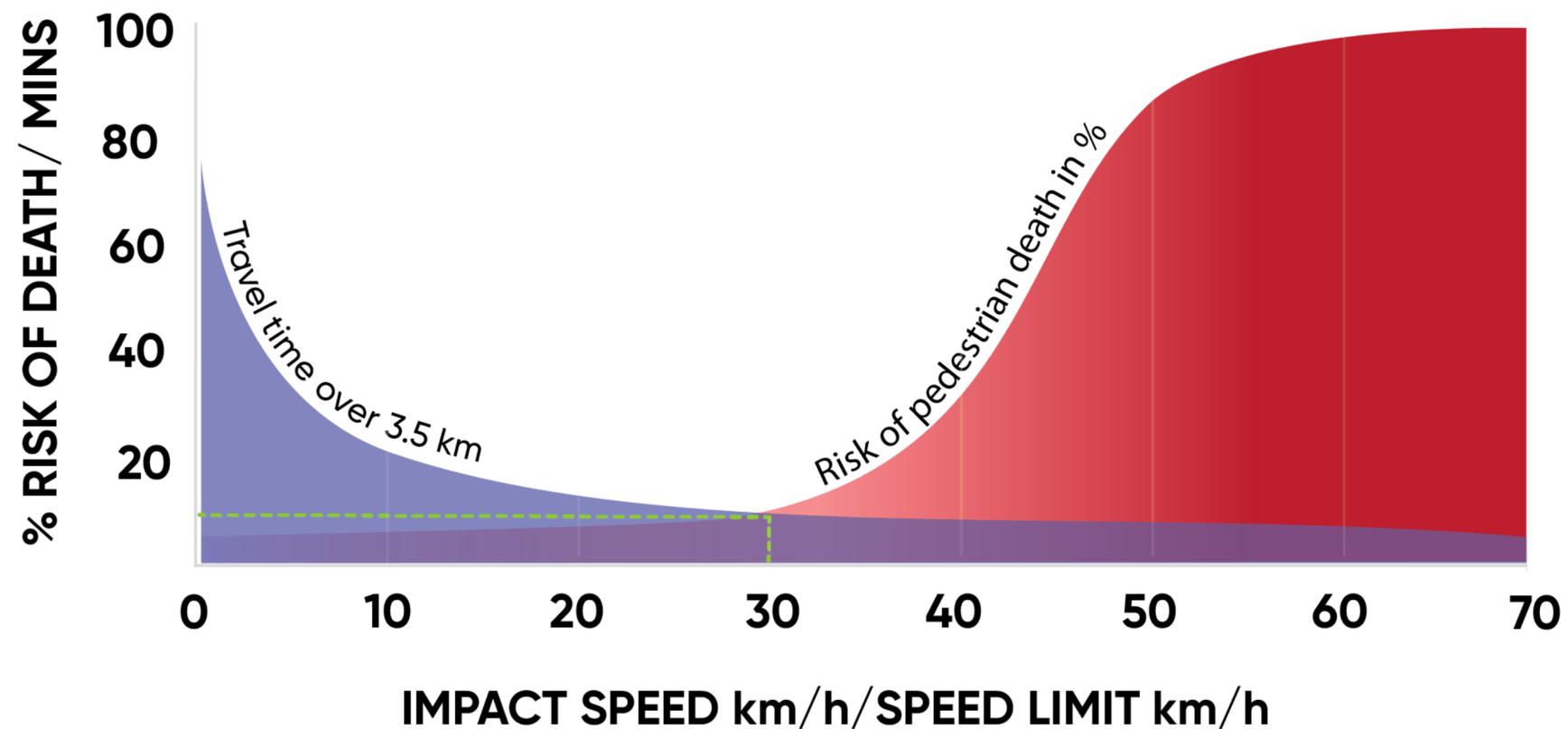


Source - Cities Safer by Design (2015), www.wri.org/publication/cities-safer-design



Why do countries #love30?

30km/h –
Sweet Spot for urban areas



Sources - Cities Safer by Design (2015), <https://www.wri.org/publication/cities-safer-design> / ADAC Tempo 30 Pro-Contra (2015)



Example of area-wide low speed environment in Oz



Australian holiday parks:
-Low traffic - low speed environments
-Children are given the license to be independent road users



Ask for 30km/h!

The UN has mandated 30km/h speed limits.

Many places around the world with much better walking and cycling infrastructure than us are going for 30km/h

40km/h need a lot more infrastructure spend for walking

Why would advocates ask for 40km/h in Australia?



How to roll it out? (1 minute video)

<https://youtu.be/eYNqvAxQ-Zk>



Lower urban default makes a difference.

The reduction of the default speed limit from 60km/h to 50km/h has shown a 19% reduction in casualty crashes on those roads, compared to a 20% casualty crash increase on 70-110km/h roads.



Social norm vs traffic calming



German Autobahn, Image: iStock

German Autobahn,
recommended speed:
130km/h



Highway in Victoria, Image: iStock

Victorian highway,
maximum speed 110km/h



Area-wide limits better value for money



Smaller speed reductions over wide areas bring more benefits than big interventions in specific places.

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



Image: istock, Leipzig

We need 30km/h now - traffic calming can follow later in places where needed

Obsessing with perfect compliance is holding us back



- By recognising that a **small change** made by many people **creates a much greater impact** than a big change made by a few extreme 'problem drivers'.



Speed humps could become last resort only



Goal: Encourage drivers to maintain a reduced, steady pace along the whole stretch of road

Not ideal: road humps as they may increase acceleration- and braking-related emissions

Better:

Repetitive Signage

Signs that display a driver's current speed

Education and Enforcement

Technology (ISA/Geofencing?)



Image: istock

Mixed traffic can be great for cycling



A low speed, low traffic environment means cyclists have space and benefit from good traffic signaling.



In Germany, 30km/h zones started in the 1980s and over time separated bike lanes were removed as it was considered safer to mix.

30km/h the enabler



	50km/h	30km/h
Street Trees	 Too dangerous	
Footpaths	 Too expensive	
Outdoor dining	 Too dangerous	
Pedestrian crossings	 Too expensive	

Behaviour Change is impossible?



Lower speed limits will benefit everyone.

Remember public smoking?

A general ruling far more efficient than a roll out street by street



Flight Attendant Lighting Cigar for Passenger, Image: Getty Images

Slowdown Day - School pilot



Jon Lindley, Micromobility Conference, 26th November 2022

Our community approach



We want to enable more children to walk or ride to school safely.

Within a 2km radius of every school in Wollongong, we are asking for—



Pedestrian priority crossings on streets with speed limits 40km/h and higher



Footpaths on streets with speed limits 40 km/h and higher



30km/h speed limit on streets where there are no pedestrian priority crossings or footpaths

Find out more and sign our petition at safe-streets-to-school.org



Every streets needs to be safe



If we want children to be able to walk or ride to school, every street in walking catchment needs to be safe for walking, i.e. each streets needs to either have

- a) separation from fast moving traffic (footpaths & crossings)
- b) 30km/h limits

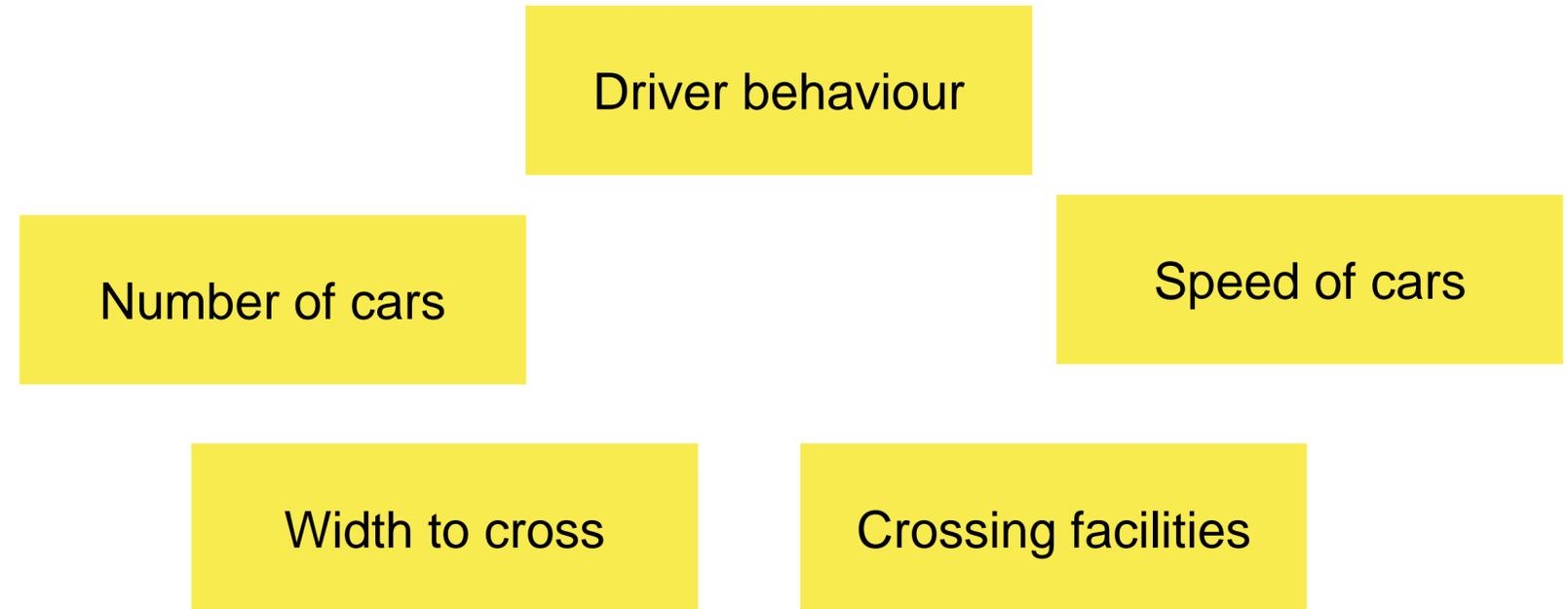
If we want adults to be able to ride to their destination, every street needs to be safe for riding, i.e. separation from fast moving traffic (bike lanes) or 30kmh limits.

Streets need to be easy to cross



Factors - how easy it is to cross a street

Option a): pedestrians priority crossing, raised if cars go too fast
Cost per crossing: \$50,000+



Option b): area-wide low speed limit with education, enforcement, light traffic calming where necessary

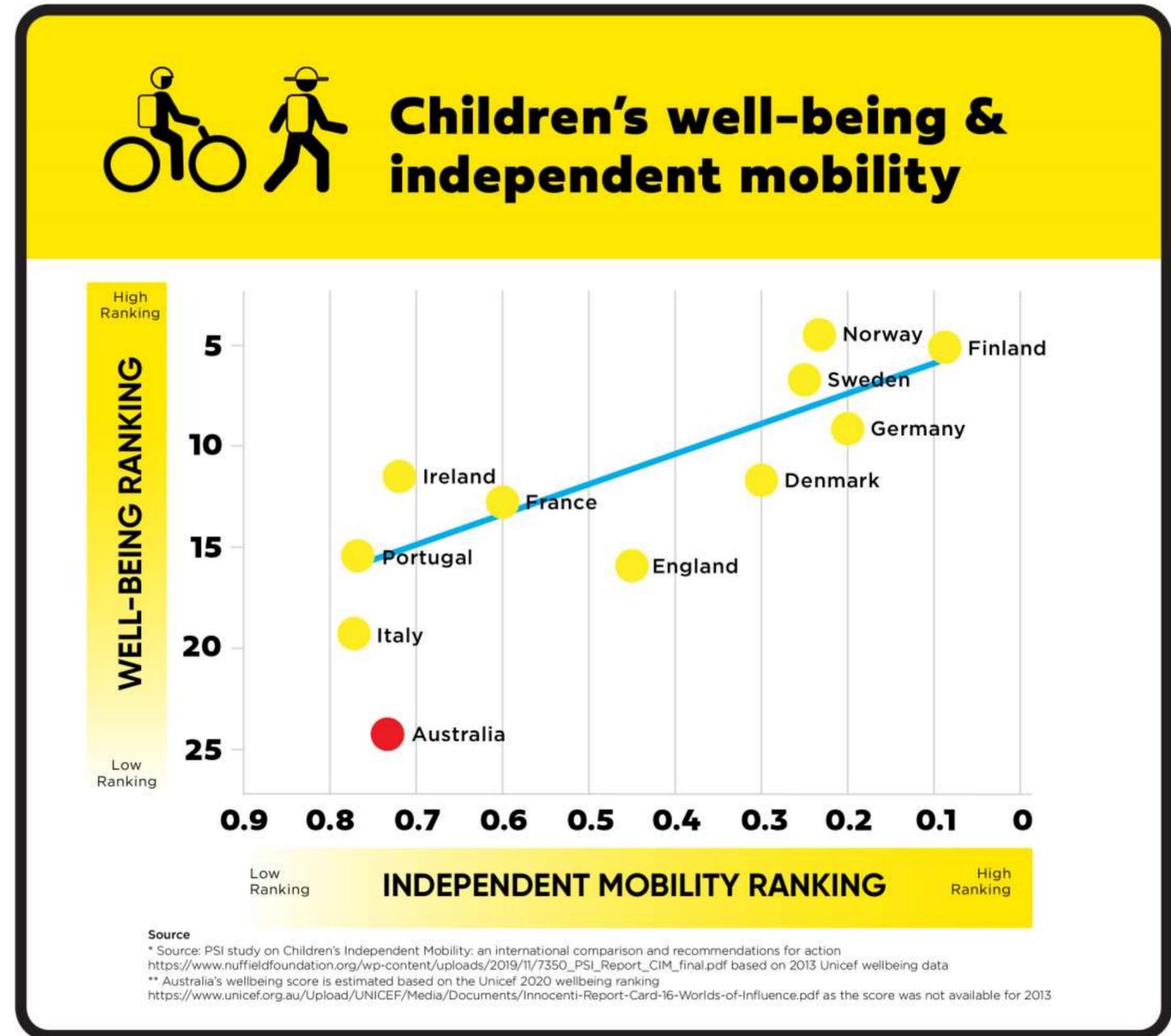
Children independent travel



Poor road/urban design leads the Centre for Road Safety to tell us to take away our kids' independence:



“Children up to 10 should be supervised around traffic And should hold an adult’s hand when crossing a road.”



Today vs how it was

Number of motor vehicles Australia

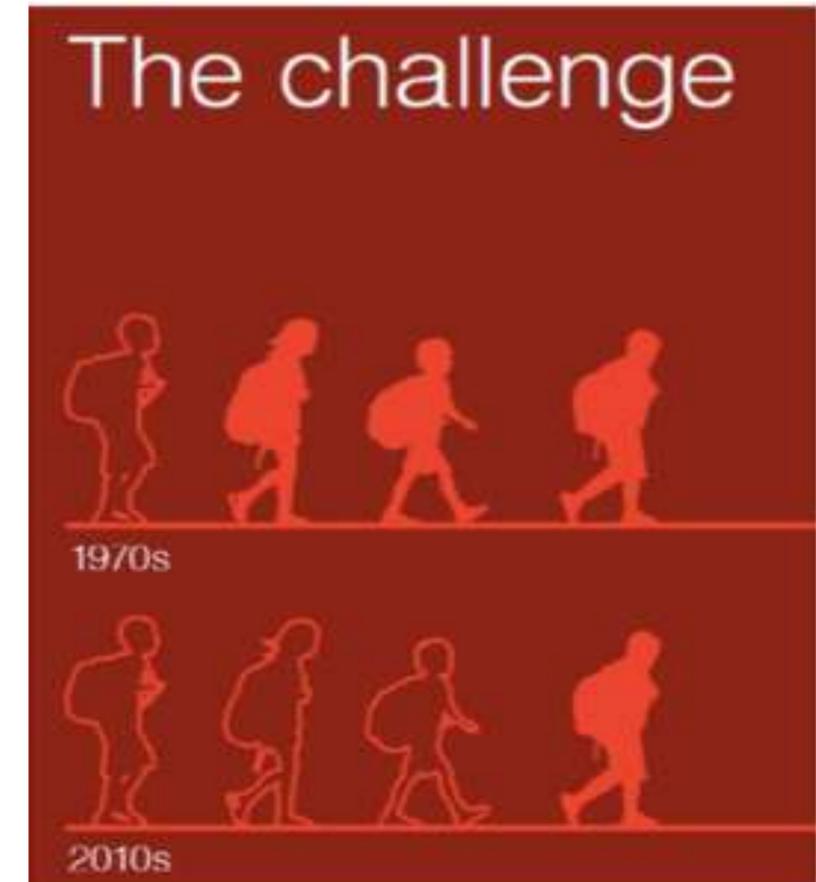
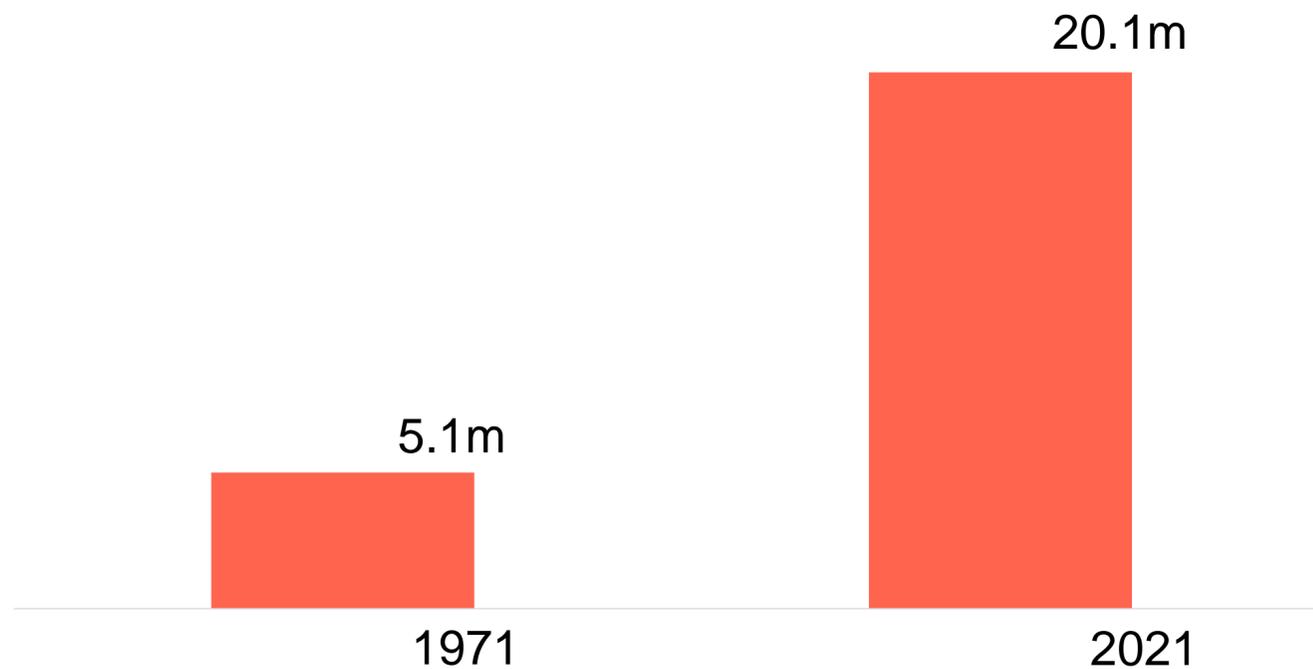
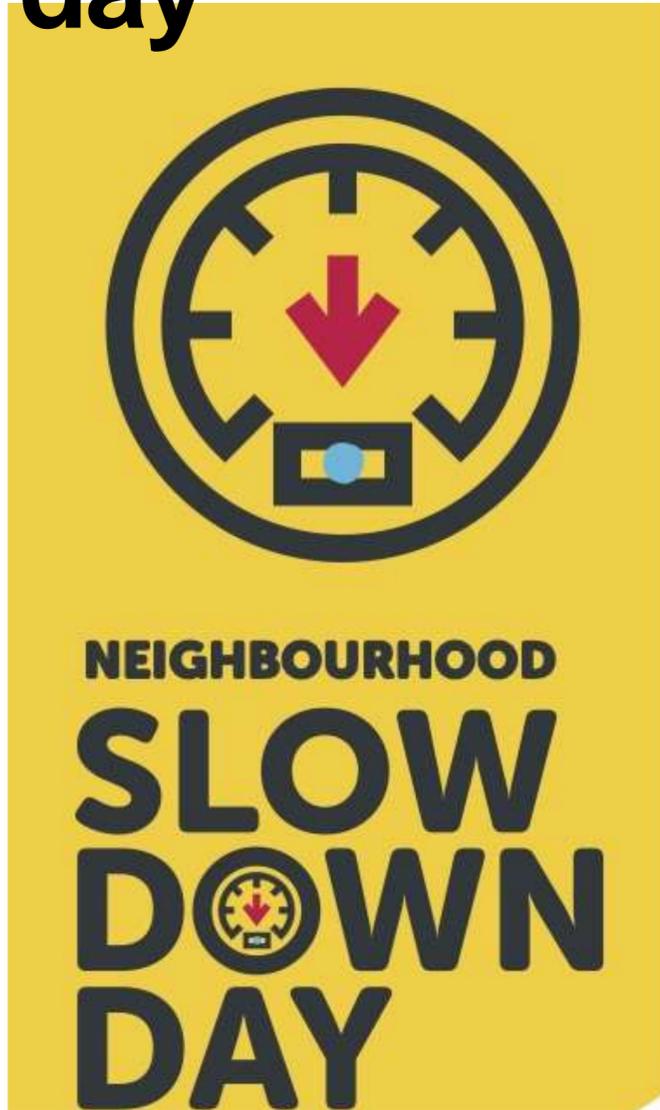


Image source: Active Travel to Schools | Urban Design Study | Architectus

4 x more cars make walking and riding and crossing the street a bigger challenge

Combined Ride2School and Slowdown day



**FRIDAY 25TH
MARCH 2022**

Based on toolkits from UK working with communities to build acceptance for 20mph



POSTER COMPETITION

WE NEED YOU
to design a poster to tell drivers to slow down in the area around your school!

What we want...

- Bright and colourful posters
- Use the 20mph sign as part of your picture
- Lots of drawings
- A bold slogan that tells drivers to **SLOW DOWN!**

Ask your teacher for the poster template.

Closing date for entries:

Your posters will be displayed around the school for all your friends to see! Then will be entered into a competition to **WIN A PRIZE!**

20MPH TOOLKIT EDINBURGH

GET INVOLVED

- [Reasons to go 20](#)
- [Activities](#)
- [Resources for schools](#)
- [Campaign materials](#)

20MPH IN EDINBURGH

- [Our story so far](#)
- [Partners](#)
- [Frequently asked questions](#)

ACTIVE TRAVEL INITIATIVES

- [Play Streets](#)
- [Streets Ahead](#)

SOCIAL MEDIA

- [Follow 20mph on Facebook](#)
- [See tweets about 20mph](#)



Fun Fact: Restricting the city's speed limits to 20mph (30km/h) without extra traffic-calming measures and police patrols has reduced road deaths by almost a quarter in Edinburgh

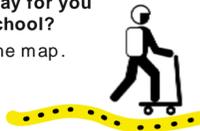
Engagement with Schools - worksheets



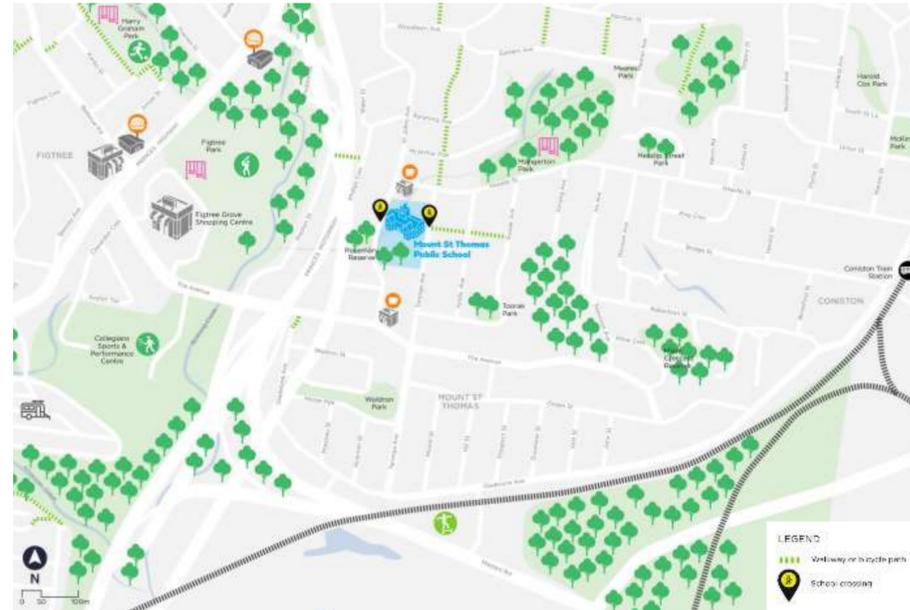
WALKING AND RIDING TO SCHOOL WORKSHEET

MAKE A TRAVEL MAP

- 1 Can you add your house to the map?**
If you live outside the school catchment please print out a larger map.

- 2 Which is the best way for you to walk or ride to school?**
Add your route to the map.

- 3 Are there any footpaths missing on your journey to school?**
Mark them on the map.

- 4 Do you have a favourite park or place?**
Mark them on the map.

Focus on the joy and benefits of walking to school
(As opposed to focus only on “watch out for cars” messaging that are part of most government sponsored road safety worksheets)

Engagement with schools - video



https://youtu.be/7V_E7_AERis



Welcome to your school pilot
30Please 7 subscribers
Analytics Edit video
0 likes 0 comments Share Download Save



Welcome to your school pilot
30Please 7 subscribers
Analytics Edit video
0 likes 0 comments Share Download Save

Videos used at schools

Poster Competition



Positive media and community feedback



Slow Down Day: Wollongong pilot project urges drivers 'slow down for our kids' sake'



By Agron Latifi

Updated March 24 2022 - 10:03pm, first published 5:10pm



📷 SLOW DOWN DAY: Peyton Jackson, Jake Barritt and James Milsom were happy to ride their bikes to school to promote Slow Down Day. Picture: Sylvia Liber

“I love the idea of cars slowing down to allow more of our students to walk and ride to school safely. We have an amazing community and I know this initiative will be embraced.”

Principal Lindsay Park Primary School

Celebrating small successes



Safe Streets celebrates first 30km/h street in Wollongong CBD on lower Crown Street



By Louise Negline

Updated October 16 2022 - 4:47pm, first published 10:22am

0 Comments



Safe Streets campaigners celebrate Wollongong's first 30km/h. Picture by Adam McLean.

Meeting with the Minister for Metropolitan Roads in Mangerton



Our Vision is not controversial...



"I want children to be safe when they walk or cycle to school."



The Heart Foundation has found in a [survey conducted in 2020](#) that the majority of Australians supports lower speed limits in neighbourhoods. Only 13% of people surveyed were unsupportive.

...and shared by many people in Australia.

In UK: While people surveyed supported 20mph speed limits by a significant majority they wrongly believed that they were in a minority.

Form a chapter for Safe Streets to School



- Similar concerns around the country
- Same asks around the country are more likely to create action
- IT setup, webpage etc all done for you
- Contact us to get started

Safe Streets to School

1,232 of 2,000 signatures across 7 local campaigns

Find your local campaign

Your Location

Postal code or city

Campaigns (7)

	Residents for Safe Streets to School: Kuring-gai Children deserve to walk or ride to school safely. Walking to school improves kids' fitness and independence. However, they are often driven over short distances to school by parents. Parents pe...	10 of 100 Signatures	Created by Ela Ostovary
	Residents for Safe Streets to School: Canada Bay Children deserve to walk or ride to school safely. Walking to school improves kids' fitness and independence. However, they are often driven over short distances to school by parents. Parents pe...	77 of 100 Signatures	Created by David Martin
	Residents for Safe Streets to School in Randwick Council Children deserve to walk or ride to school safely. Walking to school improves kids' fitness and independence. However, they are often driven over short distances to school by parents. Parents pe...	141 of 200 Signatures	Created by Owen Shepherd
	Wollongong residents for Safe Streets to School Illawarra children deserve to walk or ride to school safely. Walking to school improves kids' fitness and independence. However, they are often driven over short distances to school by parents. Pare...	674 of 800 Signatures	Created by Jon Lindley

Part of a bigger alliance



In process to join coalition:

