



# Extended 40 km/h speed zones

Pedal Power ACT recommends that the ACT Government implement 40 km/h speed limits in town centres—and then extend 40 km/h zones to the ACT Group Centres and other suburban shopping precincts as opportunities arise. Consultation with local communities and using a combination of traffic calming, environmental cues and signage will increase acceptance and effectiveness.

In 2008, almost a quarter of the casualties on ACT roads involved people on foot and on bicycles (3 dead, 101 injured).<sup>1</sup> Nationally, over one third of fatal crashes in 2008 occurred in zones with a speed limit of 60 km/h or lower.<sup>2</sup> In the year to September 2007, 78 Australians were killed on foot or on bicycles in zones of 50 km/h or lower.<sup>3</sup> Research indicates a spike in death and serious injury above impact speeds of around 30 km/h; from 5% fatalities, the death rate rises to 45% at around 50 km/h.<sup>4</sup>

An overwhelming number of cities and towns, both in Australia and overseas, have adopted 40 km/h or lower speed limits—indeed many more than we first thought (Attachment C). Introducing 40 km/h zones in the ACT will mean Canberra will start to catch up with the many other cities and towns enjoying the benefits of lower traffic speeds. As well as being safer, reduced speed limits will encourage cycling and walking, which provide tangible benefits.<sup>5</sup> Lower speed limits will be consistent with the ‘shared street’ concept which also encourages walking and cycling (eg Childers Street, Civic).

## Background

Australia applied a 60 km/h default urban speed limit from 1974. From the early 1990s, individual jurisdictions introduced lower urban speed limits in various trials.<sup>6</sup> In 2003, the Australian Road Rules were amended to specify a default 50 km/h limit in urban areas<sup>7</sup>; this has been implemented by legislation in all jurisdictions except the NT.<sup>8</sup> The ACT Department of Territory and Municipal Services (TAMS) website states:

<sup>1</sup> Data from Roads ACT, Office of Transport, *2008 road traffic crashes in the ACT*, May 2009, p.20.

<sup>2</sup> Department of Infrastructure, Transport, Regional Development and Local Government (2009), *Road deaths Australia—2008 statistical summary*, table 15, p.21.

<sup>3</sup> Department of Infrastructure, Transport, Regional Development and Local Government, *Australian Road Fatality Statistics*, on-line database at [http://www.infrastructure.gov.au/roads/safety/road\\_fatality\\_statistics/fatal\\_road\\_crash\\_database.aspx](http://www.infrastructure.gov.au/roads/safety/road_fatality_statistics/fatal_road_crash_database.aspx).

<sup>4</sup> Ben Hamilton-Baillie (2004), *Urban design: Why don't we do it in the road? Modifying traffic behavior through legible urban design*, Journal of Urban Technology, 11:1, p.54.

<sup>5</sup> Estimated benefit/cost of cycling projects is 20:1 (including health and amenity benefits) – see Sustrans (2006) report at [http://www.sustrans.org.uk/assets/files/general/Economic\\_appraisal\\_of\\_local\\_walking\\_and\\_cycling\\_routes\\_-\\_summary.pdf](http://www.sustrans.org.uk/assets/files/general/Economic_appraisal_of_local_walking_and_cycling_routes_-_summary.pdf). See also Professor John Whitelegg, *Drive slowly and prosper*, interview 12 December 2008, ABC Radio National, at <http://www.abc.net.au/rn/nationalinterest/stories/2008/2445020.htm>.

<sup>6</sup> N Haworth, B Ungers, P Vulcan & B Corben (2001), *Evaluation of a 50 km/h default urban speed limit for Australia*, National Road Transport Commission, p.iii (Abstract).

<sup>7</sup> Australian Road Rules, February 2009 version, maintained by the National Transport Commission at [http://www.ntc.gov.au/filemedia/Reports/ARR\\_February\\_2009\\_final.pdf](http://www.ntc.gov.au/filemedia/Reports/ARR_February_2009_final.pdf). Rule 25(2) states: “The default speed-limit applying to a driver for a length of road in a built-up area is 50 kilometres per hour.” Rule 25(2) was amended into this form by the 3rd package of amendments (2003), Item 1, approved by the Australian Transport Council on 12 September 2003.

<sup>8</sup> “When the model [Australian Road Rules] are changed, it is up to each state and territory to then modify their own legislation. Not all rule changes have been adopted by all states and territories, and sometimes a state or territory has retained an earlier rule. For instance, the change to the urban speed limit from 60 km/h to 50 km/h was not adopted immediately in all states, and has not been adopted at all in the Northern Territory.” (Wikipedia, *Australian Road Rules* at [http://en.wikipedia.org/wiki/Road\\_rules\\_\(Australia\)](http://en.wikipedia.org/wiki/Road_rules_(Australia))). Dates of adoption are: Vic—Jan 2001, WA—Dec 2001, Tas—May 2002, Qld—Feb 2003, SA—Mar 2003, ACT—Jun 2003, NSW—Nov 2003.

The ACT's 50 km/h default speed limit started 1 June 2003... The lower residential speed limit was in place for some time in many other parts of Australia and has led to a substantial reduction in road crashes and injuries in those areas. In NSW, there was an overall decrease of 16% in crashes on roads where the 50 km/h speed limit was introduced. Much greater reductions were achieved in casualty crashes involving pedestrians, cyclists and older drivers, which fell by 60%, 40% and 33% respectively.

Everybody knows that the faster you drive, the longer it takes you to stop. The distance it takes to stop a vehicle travelling at 60 km/h is at least 10 metres more than at 50 km/h. This can make all the difference if a child suddenly runs onto the road or a vehicle unexpectedly reverses out of a driveway. Driving at 50 km/h instead of 60 km/h gives you a much better chance of avoiding a collision and, if you do have a crash, the results are usually much less severe.<sup>9</sup>

School zone speed limits of 40 km/h apply from 8 am to 4 pm on school days. Permanent speed limits of 40 km/h or below operate in other designated areas, for example throughout the ANU campus west of Civic.

### *'Vision Zero'*

Vision Zero is a philosophy of road safety (first introduced in Sweden, 1997) that eventually no one will be killed or seriously injured within the road transport system.<sup>10</sup> Chief Minister Jon Stanhope has commended Vision Zero for the ACT, calling it "an uncompromising commitment to road safety" in a media release of 13 May 2009 (Attachment A). Pedal Power agrees that a targeted reduction of speed limits (and associated enforcement activity) is a good first step in tackling one of the key causes of road trauma.

### *Other policies of ACT political parties*

The Parliamentary Agreement between the ALP Government and the ACT Greens commits the Government to "undertaking consultation on implementing 40 km/h speed limits around shopping and community centres".<sup>11</sup> The ACT Greens' policy supports reducing speed limits to 40 km/h around shopping centres.<sup>12</sup>

In a debate on this issue in the Legislative Assembly on 24 March 2009, the Chief Minister said:

I believe there is merit in at least considering the wider use of 40 kilometres per hour zones around shopping and community facilities, including aged-care facilities... Australian speed limits are high by international standards... Worldwide the trend and the public demand are for lower speed limits, particularly in urban areas... this is an issue that the Labor Party and the ACT Greens agreed to pursue through inquiry in discussions that we held last year.<sup>13</sup>

Following the debate the Legislative Assembly carried a motion (Attachment B) requiring the Government "to consult... and to report back to the Assembly with a plan of action by the last sitting day of 2009" [10 December].

Canberra Liberal policy is to "provide improved funding for speed humps, chicanes and roundabouts where there is evidence that they are needed. Changes will be introduced in consultation with local residents, to address local speeding problems".<sup>14</sup>

<sup>9</sup> See [http://www.tams.act.gov.au/move/roads/road\\_safety/speedandspeeding/50\\_kmh\\_speed\\_limits](http://www.tams.act.gov.au/move/roads/road_safety/speedandspeeding/50_kmh_speed_limits).

<sup>10</sup> C Tingvall & N Haworth (1999), *Vision Zero - An ethical approach to safety and mobility*, Monash University Accident Research Centre, at <http://www.monash.edu.au/muarc/reports/papers/visionzero.html>.

<sup>11</sup> *Parliamentary Agreement For the 7<sup>th</sup> Legislative Assembly for the ACT* at <http://www.actlabor.com.au/Documents/Documents/alp-greens-agreement.pdf>, Appendix 2 – Policy Programme, p.12, item 2.3.

<sup>12</sup> ACT Greens Transport Policy posted on 30 August 2008 at <http://act.greens.org.au/archives/212>.

<sup>13</sup> Legislative Assembly for the ACT, 2009 Week 4 *Hansard* (24 March), p. 1178.

<sup>14</sup> Canberra Liberals, *Moving Canberra*, published as part of Transport Policy on 9 October 2008 at [http://www.canberraliberals.org.au/files/8VMUGRL8RT/Moving\\_Canberra.pdf](http://www.canberraliberals.org.au/files/8VMUGRL8RT/Moving_Canberra.pdf).

### *Other jurisdictions*

An overwhelming number of cities and towns, both in Australia and overseas, have adopted 40 km/h or lower speed limits—indeed many more than we first thought (Attachment C). As a Monash University Accident Research Centre report commented in 2008:

In many other countries speed limits in urban areas have been 50 km/h for some time, and are often reduced locally to 40 or 30 km/h in residential areas and in the vicinity of schools, age-care centres and shopping precincts where there is a large predominance of vulnerable road users.

In South Australia, the speed limit around some schools has been set to 25 km/h in recognition of pedestrian vulnerability. In some suburbs around Melbourne and Sydney, a 40 km/h speed limit has also been applied. In Stockholm, Sweden, a 30 km/h speed limit on all residential streets in the city area was introduced in early 2007. This represents an important move toward safer speeds on pedestrian streets. Initial indications of the effectiveness of the Swedish 30 km/h speed limit suggest that average speeds and traffic flow remain relatively unaffected while the maximum speed has decreased notably.<sup>15</sup>

### *Proposed extension of 40 km/h zones in town centres*

40 km/h zones could readily be applied in the ACT town centres: Civic (including parts of Braddon and Turner), Belconnen, Gunghalin, Tuggeranong and Woden. This would be consistent with the ALP/Greens Agreement and provide an enhanced level of safety, in view of:

- a marked increase in higher-density housing;
- proliferation of entertainment venues and licensed premises, many of which are open for extended hours; and
- heavy mixed traffic, including public transport, commercial, residential, bicycle and pedestrian.

Maps illustrating the proposed town centre 40 km/h zones are at Attachment D. Streets within the zones are currently subject to the default ACT 50 km/h limit. Major peripheral and through routes (for example Northbourne Avenue [Civic] and Hindmarsh Drive [Woden Town Centre]) would remain at 60 km/h.

The same concept should be implemented on a smaller scale in other intermediate (such as Dickson, Jamison Centre and Kambah) and local suburban shopping areas.

Implementation by speed signage could be achieved quickly. Over time, re-engineering the streetscape to give effect to the vision of a ‘shared space’ would reinforce a lower-speed, more attractive environment. This is the concept which underpins Pedal Power’s views on the redesign of Bunda Street, Civic.<sup>16</sup>

### *Travel times*

These proposals would have little or no effect on travel times. Their geographic areas are only 1 or 2 km across; average speeds much above 40 km/h within these zones are impractical anyway; and speeds on peripheral and major through-routes would be unaffected.<sup>17</sup> In any case, the difference

---

<sup>15</sup> J Archer, N Fotheringham, M Symmons & B Corben (2008), *The impact of lowered speed limits in urban and metropolitan areas*, Monash University Accident Research Centre, p.13.

<sup>16</sup> Pedal Power ACT Inc (2009), *Bunda Street – a shared space*, policy brief.

<sup>17</sup> Professor John Whitelegg, *Drive slowly and prosper*, interview 12 December 2008, ABC Radio National: “... there’s detailed research on the loss of time when you’re making a journey to lower speed. If you’re doing a journey by car of, say, six, seven, eight kilometres and you’re driving at, say, 40 km/h rather than 50 km/h, you lose two minutes. You know, the time impact... is trivial... Traffic moves more smoothly at lower speeds; traffic makes better use of the highway capacity. People don’t drive in a way where they accelerate aggressively and decelerate rapidly.”

between a *steady* 40 and 50 km/h over 1 kilometre is only 18 seconds out of 86,400 seconds in a day. To the extent that through-traffic would be encouraged to bypass town centres, congestion and travel times within them would be improved through smoother flow and increased road capacity.<sup>18</sup> Intelligent traffic signal coordination systems may offset increased travel time.<sup>19</sup>

### *Likely public reaction*<sup>20,21</sup>

Despite initial concerns, community attitude surveys on the 50 km/h speed limit now find that the great majority of respondents (up to three-quarters) support it in view of the safety and other benefits.<sup>22</sup> Such surveys indicates that most people are aware of the benefits of lower speeds and would support sensible targeted reductions when there is adequate advance publicity and explanation. As Professor John Whitelegg of the University of York put it recently:

80 per cent of the motorists say, when they look at the evidence, that they are very happy to go with lower speed limits when they see the impact that the higher speed limits have on child fatality, child serious injury. Motorists are not evil monsters. In the main, they're very reasonable people and they're very happy to drive at a lower speed when they are presented with the information of the severely damaging consequences of higher speed. I would sit down with [500 confirmed car drivers], I'd discuss with them the evidence that's there, plain for all to see about the impact this has on loss of time, the impact that this has on their economics or on anything else and show them the evidence about the possibilities and probabilities of death and injury to children and the elderly people. And I find that what motorists are very happy to do is accept the evidence. And they actually then say "Yes, OK, give it a go".<sup>23</sup>

### *Further progress*

Roads ACT is working on an action plan which the Government could take back to the Assembly as required by the 24 March motion (Attachment B). Pedal Power looks forward to working with Roads ACT through the consultation process.

---

<sup>18</sup> Bevan Woodward, *Area-wide reduced traffic speeds: benefits and barriers*, at [http://www.livingstreets.org.nz/pdf/reduced\\_traffic\\_speeds.pdf](http://www.livingstreets.org.nz/pdf/reduced_traffic_speeds.pdf).

<sup>19</sup> M A P Taylor (1997), *The effects of lower urban speed limits on mobility, accessibility, energy and the environment: trade-offs with increased safety?*, p.iii.

<sup>20</sup> A Nash (2003), *Traffic Calming in Three European Cities: Recent Experience*, Swiss Federal Institute of Technology, includes case-studies of community involvement in traffic-calming programs in Zurich, Vienna and Munich.

<sup>21</sup> Monash University, Professor Ian Johnston, 19 May 2005, *Crushing the road toll*, at <http://www.monash.edu.au/news/newsline/story/417>.

<sup>22</sup> Darren Pennay of the Social Research Centre for the Australian Transport Safety Bureau (2005), *Community Attitudes to Road Safety: Community Attitudes Survey, Wave 17, 2004*, Road Safety Research Report CR 224, p.54.

<sup>23</sup> Professor John Whitelegg, *Drive slowly and prosper*, interview 12 December 2008, ABC Radio National.

# ATTACHMENT A

## ACT Chief Minister's media release of 13 May 2009

*'Road safety roundtable to explore Vision Zero'*

**Jon Stanhope** Chief Minister, Australian Capital Territory

Minister for Transport | Minister for Territory and Municipal Services | Minister for Business and Economic Development | Minister for Indigenous Affairs | Minister for the Arts and Heritage



[Media Room](#) | [Achievements](#) | [Canberra Plan](#) | [Ministers](#) | [Local Members](#) | [Links](#) | [Search](#) < [Home](#)

### Media Room

- [Media Releases](#)
  - [Jon Stanhope, MLA](#)
  - [Katy Gallagher, MLA](#)
  - [Simon Corbell, MLA](#)
  - [John Hargreaves, MLA](#)
  - [Andrew Barr, MLA](#)
- [Speeches](#)
- [Events](#)

#### Subscribe to Media Room

Have updates sent to your email address as soon something new is added to the Media Room.

[Click here to subscribe.](#)

#### Search Media Room

Section: [Jon Stanhope, MLA](#) | [Media Releases](#)

### Road safety roundtable to explore Vision Zero

Released 13/05/2009

The ACT Government and NRMA Motoring and Services will jointly chair a road safety roundtable tomorrow which will consider whether the Territory could adopt a "Vision Zero" policy on road fatalities in the ACT, Chief Minister and Minister for Transport Jon Stanhope said today.

Attending the roundtable will be representatives from NRMA Motoring and Services, ACT Policing, NRMA Road Safety Trust, Pedal Power, Australian Driver Trainers Association of the ACT, Motorcycle Riders Association, Australasian College of Road Safety, Australian Hotels Association, Alcohol and Drug Foundation ACT Inc and ACT and Federal Government departments.

Mr Stanhope said the roundtable would consider a new direction for road safety in the ACT

"Representatives from peak transport bodies will meet with me and the NRMA Motoring and Services on Thursday to discuss a way forward on road safety in the Territory," Mr Stanhope said. "The roundtable will consider whether the ACT could embrace the Swedish Government's Vision Zero policy - an uncompromising commitment to road safety.

"This aspirational vision of zero road deaths has been very successful in Sweden where over a number of years less and less people are killed in road accidents.

"The roundtable will also consider how the ACT can adopt a cultural shift on the effects of speeding and drink driving in an effort to reduce the number of road fatalities in the ACT," Mr Stanhope said.

The outcomes from the roundtable will form the basis for the development of the ACT Road Safety Strategy from 2011 onwards.

A public forum, inviting wider community input to the Strategy, is expected to be held later this year.

#### Media Contact:

Jess Wurf      6205 0504      0411 772 700      [jess.wurf@act.gov.au](mailto:jess.wurf@act.gov.au)

[Back to Latest Media Releases](#)

## ATTACHMENT B

### Legislative Assembly motion passed 24 March 2009 (with Green/Liberal amendments)

#### Roads—speed limits

That this Assembly<sup>1</sup>:

- (1) notes that ensuring the safety of all Canberrans on our roads, including pedestrians, cyclists, drivers and motorcyclists, is of extreme importance for the community as a whole; and
- (2) ~~refers the option of reducing speed zones around shopping and community facilities to the Standing Committee on Planning, Public Works and Territory and Municipal Services for inquiry and report by the end of June 2010. The inquiry will consider~~ **calls on the ACT Government to consult on reducing speed zones around shopping and community facilities, and to report back to the Assembly with a plan of action by the end of June 2010 last sitting day of 2009<sup>2</sup>. Matters specifically considered for the plan of action to include<sup>3</sup>, but not be limited to:**
  - (a) the use of 40km/h speed limits (apart from school zones) in other jurisdictions, including the criteria used to identify location for the speed limits, any impacts on traffic flows and any issues relating to the enforcement of the reduced speed limit;
  - (b) the types of shopping centres (town centres, group centres, local shopping centres) and community facilities (child care centres, aged care facilities, community halls, sporting venues) where a 40km/h speed limit could apply;
  - (c) a set of guidelines for selecting locations for inclusion in such program/scheme;
  - (d) the hours of operation of this reduced speed limit (part-time vs full-time) for each shopping and community facility type;
  - (e) the extent of coverage of the reduced speed limit around these facilities (only on the frontage road to a facility vs on all roads in its vicinity);
  - (f) any physical measures (speed humps, threshold treatments, signs, linemarking) required to ensure that motorists' speeds are reduced to the new 40km/h speed limit; and
  - (g) **the impact on pedestrian and cyclist safety.<sup>3</sup>**

---

<sup>1</sup> Moved by ALP (Stanhope)

<sup>2</sup> **Liberal amendment (Coe)**. [The last sitting day of 2009 is Thursday 10 December.]

<sup>3</sup> **Greens amendment (Bresnan)**.

**References**

There are useful references to Australian and international best practice on speed zoning in:

- J Garrard (2008), *Safe speed: promoting safe walking and cycling by reducing traffic speed*, for the Safe Speed Interest Group, comprising the Heart Foundation, City of Port Phillip and City of Yarra, at <http://www.heartfoundation.org.au/SiteCollectionDocuments/Safe%20Speed%20Report%20Dec%202008.pdf>.
- J Pucher & R Buehler (2008), *Making cycling irresistible: lessons from The Netherlands, Denmark and Germany*, *Transport Reviews*, 28:4, pp.495-528, at <http://www.sfu.ca/city/PDFs/PUCHERMakingCyclingIrresistibleJune2008.pdf>.
- J Archer, N Fotheringham, M Symmons & B Corben (2008), *The impact of lowered speed limits in urban and metropolitan areas*, Monash University Accident Research Centre, at <http://www.monash.edu.au/muarc/reports/muarc276.pdf>.
- eSafetySupport.org, which has a useful database of world-wide road safety initiatives at [http://www.esafetysupport.org/en/esafety\\_activities/esafety\\_activities\\_database/](http://www.esafetysupport.org/en/esafety_activities/esafety_activities_database/).

Also many urban areas in the world are completely car-free—see [http://en.wikipedia.org/wiki/List\\_of\\_car-free\\_places](http://en.wikipedia.org/wiki/List_of_car-free_places).

**Speed zoning in other jurisdictions**

**AUSTRALIA**

<b>NSW</b>	General	<p><b>“40 km/h speed limit</b>                  “The 40 km/h urban limit is part of a nationwide strategy to reduce the incidence of injury and death in high pedestrian traffic areas. 40 km/h speed zones have been introduced since 1991 as part of the Local Area Traffic Management (LATM) schemes. These are installed in areas of high pedestrian activity such as busy CBD areas and small suburban shopping strips.<sup>1</sup></p>
	Sydney	<p><b>“High Pedestrian Areas – 30 km/h and 40 km/h                  30 km/h</b>                  On Druitt Street a speed limit of 30 km/h has been introduced to reduce pedestrian crashes.                  The roads in the Royal Botanic Gardens have a speed limit of 30 km/h, these are:-</p> <ul style="list-style-type: none"> <li>• Hospital Road</li> <li>• Art Gallery Road; and</li> <li>• Mrs Macquaries Road.</li> </ul> <p><b>“40 km/h</b>                  As part of the local area traffic management schemes and high pedestrian areas 40 km/h speed limits have been introduced on certain roads across the city where there are high levels of pedestrian activity.”<sup>2</sup></p>

<sup>1</sup> NSW Roads and Traffic Authority, *40 & 50 km/h speed limits on NSW roads*, at <http://www.rta.nsw.gov.au/roadsafety/speedandspeedcameras/40kmhcbdspeedlimit/index.html>.

<sup>2</sup> City of Sydney, *Speed limits around the city*, at <http://cityofsydney.nsw.gov.au/community/safety/roadsafetyprogram/SpeedLimitsAroundTheCity.asp>.

		<p><b>“Reducing Speed for Pedestrian and Cyclist Safety</b></p> <p>Council supports a 40 km/h speed limit in high pedestrian areas. A lower speed limit won’t mean longer trips through the CBD, as traffic lights and congestion have the biggest impact on travel times. However, a lower speed limit will improve safety for the many people who walk through our city each day.</p> <p>“Many city streets in The Rocks, Millers Point, Ultimo, Surry Hills, East Sydney, Ultimo and Woolloomooloo already have a 40 km/h limit. We would like to extend that. The City of Sydney is making the city safer through widened footpaths, better lighting and pedestrian facilities. This is an important next step to making it easier and safer to walk or cycle around one of the most beautiful cities of the world.”<sup>3,4</sup></p>
<b>Victoria</b>	General	<p><b>Shopping strips – 40 km/h</b></p> <p>“Metropolitan strip shopping centres have high levels of pedestrian activity. To increase road safety for all users, especially pedestrians and cyclists, a 40 km/h speed limit was introduced to 18 of Melbourne’s busiest strip shopping centres. These limits are clearly marked with electronic variable speed signs and advance warning signs. Following the successful trial of these reduced speed limits, more shopping centre zones are gradually being introduced.”<sup>5</sup></p> <p>“Nineteen locations around inner Melbourne have been made into 40 km/h zones by the State Government including sections of Lygon Street in Carlton, Glenferrie Road in Hawthorn and Station Street in Fairfield.”<sup>6</sup></p>
	Melbourne	<p>Extract from Melbourne <i>Transport Strategy 2006-2020</i></p> <p>“Between 2001 and 2005, just under a quarter of all motor accidents resulting in casualties in the City of Melbourne involved a pedestrian—one third of all deaths and 23 per cent of all serious injuries. That’s almost 1,200 pedestrians involved in accidents in the City of Melbourne, and 500 of these were seriously injured or killed – almost one every two days. Most of these accidents are due to the high numbers of both cars and people in CBD streets—including over 500,000 daily visitors and between 30,000 and 40,000 vehicles per day (up to 60,000 in King Street).</p> <p>“This high proportion of deaths and serious injuries suggests that 50 km/h speed limit for urban areas, introduced in 2000, is still too high for much of the City and many of the City’s local areas. Collisions where vehicles are travelling at speeds more than 40 km/h are almost certain to cause severe trauma and possible death for a pedestrian. A 40 km/h speed limit would provide a safer walking and cycling environment.</p> <p>“This will require enforcement by Victoria Police. Other safety solutions include traffic calming measures, pedestrian priority signals and wider pedestrian refuges to allow people to cross roads safely at ground level.</p> <p><b>“Policy:</b></p> <ul style="list-style-type: none"> <li>• Council will apply a ‘blanket’ 40 km/h speed limit in the CBD (including around the Queen Victoria Markets) and local areas to help reduce pedestrian injuries, improve the walking and cycling environment, and simplify speed zones for motorists.</li> </ul>

<sup>3</sup> City of Sydney, *Proposed 40 km/h speed limit for the CBD*, at <http://cityofsydney.nsw.gov.au/Community/Safety/RoadSafetyProgram/Proposed40KphSpeedLimit.asp>.

<sup>4</sup> Sydney Daily Telegraph, 3 July 2009, *Clover Moore moves to ban cars from heart of Sydney CBD* at <http://www.news.com.au/story/0,27574,25726298-421,00.html>.

<sup>5</sup> VicRoads, *Victoria’s speed limits*, at <http://www.vicroads.vic.gov.au/Home/RoadSafety/SpeedingAndSafety/VictoriasSpeedLimits/>.

<sup>6</sup> Melbourne Age, 14 November 2008, *Push to slash speed limit to 40 km/h*, at <http://www.theage.com.au/national/push-to-slash-speed-limit-to-40kmh-20081114-66ml.html>.

		<ul style="list-style-type: none"> <li>• Council will increase road space allocation for pedestrians, particularly in the retail core, Central City and inner city activity areas.”<sup>7</sup></li> </ul> <p><b>Short Term Actions:</b></p> <ul style="list-style-type: none"> <li>• Introduce a 40 km/h speed limit in the CBD and around the Queen Victoria Markets. 2007-2008</li> <li>• Resolve signage issues and simplify speed zones to a common 40 km/h limit in the CBD (except Swanston Street) and in appropriate local areas. 2008-2010</li> </ul> <p><b>Progress with 40 km/h speed limit in the CBD (as at 5 August 2008)</b>  “The proposal to introduce a 40 km/h speed limit in the CBD (and the Queen Victoria Market environs) has been submitted to VicRoads for formal approval. Speed Zone signage is a Major Traffic Control Item under the Road Safety Act 1986. The authority to install such signage has not been delegated to Council and therefore requires a Memorandum of Consent from VicRoads.</p> <p>“In June 2004, the City of Melbourne adopted a Road Safety Plan which included a key recommendation to investigate reducing speed limits from 50 km/h to 40 km/h in the retail core of the Central Business District (CBD). This area is bounded by LaTrobe Street, Russell Street, Flinders Street and Elizabeth Street. A business case was developed around this proposal and submitted to VicRoads in early 2005 for formal approval.</p> <p>“Following Council’s subsequent adoption of the <i>City of Melbourne Transport Strategy: Moving People and Freight</i> in 2006, which included the installation of a blanket 40 km/h speed limit to be installed throughout the Melbourne CBD’s Hoddle Grid and Queen Victoria Market area, the business case was revised and resubmitted to VicRoads in January 2007.</p> <p>“The recent announcement by the State Government of revised guidelines for speed zones, (coinciding with the announcement of 40 km/h speed limits for a number of strip shopping centres including Lygon Street) has enabled VicRoads to commence more detailed discussions with the administration regarding Council’s proposed 40 km/h speed limit in the CBD and Queen Victoria Market environs. As a consequence of these discussions, Engineering Services is currently developing a signage plan which will detail the type and location of the 40 km/h speed limit signs.”<sup>8</sup></p>
	Coburg	“To improve safety along the Sydney Road retail precinct we’re also implementing a reduced 40 km/h speed limit through the shopping strip to improve pedestrian and cyclist safety.” <sup>9</sup>
<b>Queensland</b>	Brisbane	On 24 August 2007, a 40 km/h speed limit was introduced to parts of Wickham Terrace, Ann Street, McLachlan Street and Warner Street. The speed limit applies between 10pm and 6am from Friday to Sunday night. <sup>10</sup>

<sup>7</sup> City of Melbourne (2006), *Moving people and freight—Transport Strategy 2006-2020*, p.36.

<sup>8</sup> City of Melbourne (2006), Planning Committee Report, 5 August 2008, *Status of Transport Strategy 2020 initiatives*, p.1.

<sup>9</sup> Tim Pallas, Minister for Roads and Ports, *Media Release - Extended clearways and new speed zone to improve traffic flow and safety on Sydney Road*, 16 July 2009.

<sup>10</sup> E Chalmers, *40 km/h limit for CBD streets*, *Brisbane Courier Mail*, 30 July 2007, at <http://www.news.com.au/couriermail/story/0,20797,22154546-3102,00.html>.

		<p>“Local Area Traffic Management (LATM) schemes, planned with extensive community involvement, have identified measures for improving the local street network as well as pedestrian and cycling links in local districts. These include the following:</p> <ul style="list-style-type: none"> <li>• implementing road treatments at local area entry points to reinforce local low-speed environments...”<sup>11</sup></li> </ul>
<b>South Australia</b>	General	40 km/h limits are used “on a network of roads designated as a speed limited area with signs on each road into the area”. <sup>12</sup>
	Adelaide	There are currently 19 precincts with 40 km/h speed limits in the Adelaide metropolitan area (a map is at Annex 1).
	Unley	<p>Following the trial of a 40 km/h speed limit in a number of areas within the City of Unley SA, ministerial approval was given for the city-wide 40 km/h speed zone which was established in the City in January 1999.<sup>13</sup></p> <p>“Reviewing the Unley... experience of setting a city-wide 40 km/h speed limit... Dyson, Taylor, Woolley and Zito (2001) noted that travel times increased only by a small degree and not in proportion to the reductions in the posted speed limits. It was also proposed that smoother traffic flow may have served to minimise the losses in travel time.”<sup>14</sup></p> <p>“... based on Unley, community acceptance of LUSL [lower urban speed limits] is strong and can be maintained, although polarisation of attitudes, especially with respect to enforcement strategies, may increase.”<sup>15</sup></p>
<b>Western Australia</b>	Perth	<p>“Main Roads WA is in discussions with the City of Perth about introducing 40 km/h speed limits in the CBD as part of a push to boost pedestrian safety.</p> <p>“The move follows a new trial by Main Roads to cut speeds to 40 km/h along the Vincent stretch of Beaufort Street from Walcott to Lincoln streets during peak times.</p> <p>“Main Roads traffic operations manager Craig Wooldridge said results of the trial would determine the suitability of establishing more 40 km/h zones throughout Perth.</p> <p>“He said significant international research undertaken by Main Roads showed small speed reductions could result in fewer deaths and serious injuries for pedestrians.</p> <p>....</p> <p>“Main Roads has already established 40 km/h zones on the majority of roads adjacent to schools, as well as some Local Area Traffic Management schemes on local roads.”<sup>16</sup></p>
	Fremantle	“The Fremantle city centre also provides a good environment for pedestrians and cyclists, with the speed limit being 40 km/h in this area.” <sup>17</sup>

<sup>11</sup> Brisbane City Council, *Transport Plan for Brisbane 2008 – 2026*, at [http://www.brisbane.qld.gov.au/bccwr/\\_assets/main/lib528/transport\\_plan\\_for\\_brisbane\\_2008\\_v3.pdf](http://www.brisbane.qld.gov.au/bccwr/_assets/main/lib528/transport_plan_for_brisbane_2008_v3.pdf).

<sup>12</sup> Transport South Australia, *Road safety: speed limits*, at [http://www.dte.sa.gov.au/roadsafety/safer\\_speeds/speed\\_limits](http://www.dte.sa.gov.au/roadsafety/safer_speeds/speed_limits).

<sup>13</sup> City of Unley SA, Manager Transport and Traffic, *50 km/h speed limit on roads in the main shopping precincts*, February 2007 on-line at [http://www.unley.sa.gov.au/webdata/resources/files/USLT\\_Item\\_23.pdf](http://www.unley.sa.gov.au/webdata/resources/files/USLT_Item_23.pdf).

<sup>14</sup> J Archer, N Fotheringham, M Symmons & B Corben (2008), *The impact of lowered speed limits in urban and metropolitan areas*, Monash University Accident Research Centre.

<sup>15</sup> J E Woolley, C B Dyson, M A P Taylor, R Zito & B Stazic (2002), *Impacts of lower speed limits in South Australia*, University of South Australia, p.16.

<sup>16</sup> In my Community—Perth WA, *Push for 40 km/h city speed limit*, 23 June 2009, at <http://www.inmycommunity.com.au/news-and-views/local-news/Push-for-40kmh-city-speed-limit/7528783/>.

<sup>17</sup> City of Fremantle (2003), *TravelSmart Action Plan*, p.3.

	Mount Lawley	“Main Roads is introducing a variable speed zone along Beaufort Street, Mount Lawley effective 4 August 2009. The initiative is a trial to improve safety for pedestrians and other road users by lowering travel speeds from 60 km/h to 40 km/h during peak periods of pedestrian activity. This section of Beaufort Street is an area of high pedestrian traffic and carries around 40,000 vehicles per day. It incorporates local businesses, a hotel, shopping centre precinct, on street parking and bus bays on both sides of the road in several locations.” <sup>18</sup>
<b>Tasmania</b>	General	A priority for Year 1 of the <i>Tasmanian Road Safety Strategy 2007-2016</i> action plan was:  “Work with Local Government to encourage safer vehicle speeds in shared urban spaces.  “Provision of dollar for dollar funding for Local Government to undertake traffic calming and speed management treatments in shared urban spaces such as town centres and shopping precincts, to minimise opportunities for pedestrian/vehicle conflict. Shared spaces create increased activity and potential for pedestrian/vehicle conflict. Lower speed limits provide protection for vulnerable road users including children, pedestrians and cyclists.” <sup>19</sup>
	Sullivans Cove	“The reduction to a 40 km/h zone in most of Sullivans Cove is an initiative of [the Department of Infrastructure, Energy and Resources] who has investigated Council and resident(s) requests for a lower speed limit and made the decision in April this year. There are some relatively minor works and costs to the lowering of the speed limit to 40 km/h. It is estimated the work will be completed in about three to four months. There will be a publicity and education program.” <sup>20</sup>

## EUROPE

<b>Austria</b>	Graz	“The city has been totally 30 km/h for at least ten years [since 1992] and [has] some of the highest levels of walking and cycling in Europe.” <sup>21</sup>
<b>Denmark</b>	General	Danish national guidelines for planning and designing urban roads apply a maximum speed of 40 km/h to roads containing mixed bicycle and motor vehicle traffic. On roads rated at 50 km/h or higher, bicycles and other vulnerable road users should be separated from motor traffic. <sup>22</sup> Two-thirds of all local authorities have implemented measures against speeding. <sup>23</sup>
	Gladsaxe	In October 1996 the Municipality of Gladsaxe in the Copenhagen area implemented speed zones with 40 km/h and 30 km/h limits. <sup>24</sup>
<b>Finland</b>	Helsinki	“In the central area of Helsinki (16 km <sup>2</sup> in 1992) the speed limit of 40 km/h was introduced instead of 50 km/h. As a result the number of pedestrian fatalities and injuries decreased by 38%. In 2004 the speed limit in central area of Helsinki was reduced to 30 km/h.” <sup>25</sup>

<sup>18</sup> Main Roads WA, *Beaufort Street - Variable Speed Zone Trial*, at <http://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/Beaufort.aspx>.

<sup>19</sup> Tasmanian Department of Infrastructure, Energy and Resources, *Tasmanian Road Safety Strategy 2007-2016—Action Plan 2007/08-2009/10 (3years)*, p.3.

<sup>20</sup> Bicycle Tasmania, *Spoke*, August-September 2003, p.2.

<sup>21</sup> Professor John Whitelegg, *Drive slowly and prosper*, interview 12 December 2008, ABC Radio National, at <http://www.abc.net.au/rn/nationalinterest/stories/2008/2445020.htm>.

<sup>22</sup> Danish Ministry of Transport, Road Directorate (1999), *Speed Management in Urban Areas—a framework for the planning and evaluation process* [Report no. 168], p.23.

<sup>23</sup> eSafetySupport.org at [http://www.esafetysupport.org/en/esafety\\_activities/national\\_level/denmark.htm](http://www.esafetysupport.org/en/esafety_activities/national_level/denmark.htm). This website is a useful resource on road safety in the European Union and internationally.

<sup>24</sup> L Ágústsson (undated), *Techniques of speed reduction—Danish experiences*, p.17.

<sup>25</sup> I Pihlak & D Antov, *A comparison of road safety in the Baltic Sea region*, 17<sup>th</sup> International Co-operation on Theories and Concepts in Traffic Safety workshop.

<b>Germany</b>	General	<p>“In the 1980’s, a long-term demonstration was conducted in six German towns... A 30 km/h speed limit was imposed over large areas; local streets and collectors were treated with speed tables, chicanes, and pinch points; and one-way streets were converted to two-way operation. Ring roads and arterials were narrowed in some cases. Alternative travel modes were given higher priority. The demonstration had these results:</p> <ul style="list-style-type: none"> <li>• Volumes were unchanged.</li> <li>• Speeds were reduced.</li> <li>• Frequency of accidents was unchanged, but severity was reduced.</li> <li>• Air pollution was reduced.</li> <li>• Noise was reduced.</li> <li>• Fuel use increased or decreased depending on the location.</li> </ul> <p>“These positive results helped encourage many cities across the globe to adopt area-wide traffic calming programs. Notable examples include Odense in Denmark; Goteburg and Malmö in Sweden; Gronigen, Delft, Tilburg, The Hague, and Amsterdam in the Netherlands; Bologna and Parma in Italy; Zurich and Basel in Switzerland; and Osaka, Tokyo, and Nagoya in Japan.”<sup>26</sup></p> <p>“In 1985 guidelines for local street design introduced the abolition of priority for motor vehicles and stated a desirable maximum speed in residential streets of 30 km/h. In the 1980s... Germany installed many traffic calming schemes and 30 km/h zones, particularly in the Nordrhein-Wesphalia region.”<sup>27</sup></p> <p>“In Germany there are tens of thousands of what they call, in German, ‘Tempo-Dreizig’, which just means it’s a 30 km/h speed limit.”<sup>28</sup></p>
	North Rhine-Westphalia	<p>“At the time I worked in Düsseldorf, we had a street party to celebrate our 10,000<sup>th</sup> Home Zone. Ten thousand in one state of Germany.”<sup>29</sup></p>
	Buxtehude (near Hamburg)	<p>“Buxtehude developed one of the most comprehensive examples of area-wide traffic calming and Tempo 30 zones, and became one of the models for the Tempo 30 programme extended across Germany during the 1990s. Specifically, 30 km/h limits have been established in the centre and northern districts of the town, where around 11,000 inhabitants live. The Council has used an extensive public relations programme to explain the plans in order to win support from residents.”<sup>30</sup></p>
	Berlin	<p>“70% of Berlin’s road network has a speed limit of 30 km/h. Traffic calming areas are being enlarged continuously.”<sup>31</sup></p>
	Dortmund	<p>The map at Annex 2 shows the wide extent of the Tempo-30 zones in Dortmund. (See <a href="http://geoweb1.digistadtdo.de/OWSServiceProxy/client/radwege.jsp">http://geoweb1.digistadtdo.de/OWSServiceProxy/client/radwege.jsp</a>).</p>
	Freiburg	<p>“All residential streets in Freiburg are traffic calmed, with a speed limit of 30 km/h or less. [In] Freiburg’s 177 home zones... the speed limit is further reduced to 7 km/h in order to permit walking, cycling and playing on the street.”<sup>32</sup></p>

<sup>26</sup> US Institute of Transportation Engineers (1999), *Traffic calming: state of the practice*, Chapter 2—*Brief history of traffic calming*, p.11.

<sup>27</sup> T Hummel, A Mackie and P Wells (2002), *Traffic calming measures in built-up areas—Literature Review*, for Swedish National Road Administration.

<sup>28</sup> Professor John Whitelegg, *Drive slowly and prosper*, interview 12 December 2008, ABC Radio National, at <http://www.abc.net.au/rn/nationalinterest/stories/2008/2445020.htm>.

<sup>29</sup> UK House of Commons Transport Committee (2008), *Ending the Scandal of Complacency: Road Safety beyond 2010*, evidence by Prof J Whitelegg, p.EV38.

<sup>30</sup> Slower Speeds Initiative 2001, *Killing Speed: A Good Practice Guide to Speed Management*, p.31, at <http://www.ocs.polito.it/biblioteca/mobilita/KillingSpeed.doc>.

<sup>31</sup> Sustainable Berlin at [http://www.desd.sustain-future.org/jutta\\_presentation\\_sustainable\\_berlin.ppt](http://www.desd.sustain-future.org/jutta_presentation_sustainable_berlin.ppt).

<sup>32</sup> J Whitelegg (2009), Inaugural lecture, University of York/Stockholm Environment Institute, at [http://www.sei.se/mediamanager/documents/Publications/Future/JW\\_Inaugural\\_lecture.pdf](http://www.sei.se/mediamanager/documents/Publications/Future/JW_Inaugural_lecture.pdf).

<b>The Netherlands</b>	General	<p>“The extension of the number of 30 km/h zones in urban areas is one of the major elements of the Dutch sustainable safety policy.”<sup>33</sup></p> <p>“In the Netherlands, local roads ‘look and feel’ very different to traffic carrying routes, and have many design features that cue a driver to slow down and assist drivers to recognise what speed limit applies to the road.”<sup>34</sup></p> <p>“As of 1999, the Netherlands had over 6,000 woonerven where cyclists and pedestrians have legal priority over cars and where a motorised speed limit of ‘walking speed’ applies.”<sup>35</sup></p>
	Delft	<p>“From the late 1960s, angry residents of Delft fought cut-through traffic by turning their streets into woonerven, or “living yards.” This was followed by the development of European slow streets (designed for 30 km/h or 20 mph) in the late 1970s.”<sup>36</sup></p>
<b>Sweden</b>	General	<p>In the past decade, more and more cities in Sweden have been able to establish a 30 km/h speed limit in built-up areas.</p>
	Stockholm	<p>In 2005, the authorities in Stockholm decided that the speed was to be limited to 30 km/h in <i>all</i> built-up areas.<sup>37</sup> Studies suggest that “average speeds and traffic flow remain relatively unaffected while the maximum speed has decreased notably”.<sup>38</sup></p>
	Lund	<p>“In [this] city of around 120,000 a new speed regime was introduced without large-scale enforcement or engineering. Billboards, not statutory traffic signs, announce the introduction of 30 km/h throughout the city center. Compliance, following 18 months of public debate and argument, has proved more effective than statutory measures and speed cameras.”<sup>39</sup></p>

<sup>33</sup> L Eriksson, T Janssen, & R Wittink, *The concept of traffic calming: an overview*, in Ingrid van Schagen ed. (2003), *Traffic calming schemes—opportunities and implementation strategies*, SWOV Institute for Road Safety Research, The Netherlands, p.13.

<sup>34</sup> Tasmanian Department of Energy, Infrastructure and Resources, *Our safety, our future— Tasmanian Road Safety Strategy 2007-2016*, p.16.

<sup>35</sup> Wikipedia, *Traffic calming*, at [http://en.wikipedia.org/wiki/Traffic\\_calming](http://en.wikipedia.org/wiki/Traffic_calming).

<sup>36</sup> TrafficCalming.org at <http://www.trafficcalming.org/history.html>.

<sup>37</sup> L Rydén ed. (2007), *Traffic and Transport*, Baltic University Urban Forum—Urban Management Guidebook IV, p.13.

<sup>38</sup> J Archer, N Fotheringham, M Symmons & B Corben (2008), *The impact of lowered speed limits in urban and metropolitan areas*, Monash University Accident Research Centre, p.13.

<sup>39</sup> Ben Hamilton-Baillie (2004), *Urban design: Why don't we do it in the road? Modifying traffic behavior through legible urban design*, *Journal of Urban Technology*, 11:1, p.55.

UK	General	<p>“Measures to lower speed limits are not new in the UK; 20 mph zones were first introduced in Sheffield, Kingston upon Thames and Norwich in 1991 and over 450 schemes have since been implemented. These have included a variety of area types, including parts of the city centres such as in Hull (see panel), local distributor roads where there are accident clusters, residential streets, areas adjacent to schools (under the Safe Routes to School projects), individual junctions (as in Slough) and rural examples such as Epping Forest.”<sup>40</sup></p> <p>“Encouraging more local authorities to use the increased powers they now have to introduce 20 mph [32 km/h] zones and speed limits, where appropriate, in urban areas</p> <p>The Department provided £3.5 million of funding to support the implementation of twenty-eight 20 mph zones over 2001-2002 and 2002-2003. Many local authorities are also already implementing 20 mph zones through their Local Transport Plans. Following trials of advisory 20 mph speed limits in residential areas throughout Scotland, the Scottish Executive has approved their roll out more widely in Scotland. The schemes are of benefit in making drivers aware of the most appropriate speed for the road.”<sup>41</sup></p> <p>“The Parliamentary Advisory Council for Transport Safety (PACTS) recommends 20 mph as the default speed limit in all built-up areas.”<sup>42</sup></p>
	London	<p>Proposals include “Transport for London working with local borough councils to encourage and support the implementation of borough-wide default 20 mph [32 km/h] speed limits in all residential areas. This follows huge success in reducing casualties where 20 mph restrictions have operated, and will continue the impressive record of the current 41 per cent reduction in the number of people killed or seriously injured on London’s roads compared to the mid to late 1990s.”<sup>43</sup></p> <p>A total of 399 20 mph zones were implemented across London between 1991 and 2008. A map of all London 20 mph zones is at Annex 3. A full list by borough is at <a href="http://www.tfl.gov.uk/assets/downloads/20-mph-zones-and-road-safety-in-london.pdf">http://www.tfl.gov.uk/assets/downloads/20-mph-zones-and-road-safety-in-london.pdf</a>.</p>
	Southwark	<p>“Southwark Council has introduced many 20 mph [32 km/h] zones – with markings at the entrance and speed restraining physical measures, so the limit is self-enforced.”<sup>44</sup></p>
	Edinburgh	<p>“Since August 1998 City of Edinburgh Council has primarily focused on converting existing traffic calming schemes to self-enforcing 20 mph [32 km/h] speed limits.”<sup>45</sup></p>
	Hull	<p>“Hull council, which introduced a 20 mph [32 km/h] limit in residential areas, saw a 74% reduction in crashes involving child pedestrians and a 69% reduction in child cycle collisions in the three years since the zones’ introduction, compared with the three years before the limit changed. Overall, there has been a 90% reduction in serious and fatal injuries, and a 60% overall decrease of all casualties.”<sup>46</sup></p>

<sup>40</sup> UK Commission for Integrated Transport, *Study of European best practice in the delivery of integrated transport: report on stage 3 – transferability: Balanced Use of Road Space—20 mph zones*, at <http://www.cfit.gov.uk/docs/2001/ebp/ebp/stage3/03.htm>.

<sup>41</sup> UK Department of Transport, *Tomorrow’s roads - safer for everyone: The first three year review*, item 170 at <http://www.dft.gov.uk/pgr/roadsafety/strategytargetsperformance/tomorrowsroadsaferforeveryo4866?page=10-a1022>.

<sup>42</sup> UK House of Commons Transport Committee (2008), *Ending the Scandal of Complacency: Road Safety beyond 2010*, p.18.

<sup>43</sup> Mayor of London, press release 22 January 2008, *Mayor sets out budget to continue London’s ‘green’ revolution*, at [http://www.london.gov.uk/view\\_press\\_release.jsp?releaseid=15358](http://www.london.gov.uk/view_press_release.jsp?releaseid=15358).

<sup>44</sup> RoadPeace, *20 mph default speed limit in built up areas*, at <http://www.roadpeace.org/index.asp?PageID=135>.

<sup>45</sup> Slower Speeds Initiative 2001, *Killing Speed: A Good Practice Guide to Speed Management*, p.30, at <http://www.ocs.polito.it/biblioteca/mobilita/KillingSpeed.doc>.

<sup>46</sup> RoadPeace, *20 mph default speed limit in built up areas*, at <http://www.roadpeace.org/index.asp?PageID=135>.

		<p>“Hull has 85 [20 mph] zones - more than any other local authority in the UK - covering about 20% of the city, compared to 80% in Munich, 85% in Stuttgart and 76% in Graz. On average, overall accidents have fallen by around 60% and child pedestrian injuries by about 75%. Surveys of 3,700 households in four zones in place for 3 or more years found:</p> <ul style="list-style-type: none"> <li>• 78% of people felt that speeds had dropped</li> <li>• 55% said there was a more pleasant living environment</li> <li>• 59% said more children played in the street</li> <li>• 80% said 20 mph limits were a good idea.”<sup>47</sup></li> </ul>
	Portsmouth	<p>“Portsmouth has become the first city in Britain to have a 20 mph [32 km/h] safety limit on almost all residential roads. The new speed limit, designed to protect pedestrians and cyclists in residential roads, became citywide by the end of March 2008.”<sup>48</sup> The scheme has been implemented by speed-limit signs only.<sup>49</sup></p>
	Leeds	<p>“Several areas in Leeds have been selected to become 20 mph [32 km/h] zones, and where necessary introduce traffic calming features such as speed cushions, speed tables etc. Bramley Ganners is one of the areas that have been chosen and it is intended to implement the 20 mph zone following consultation with the residents living within the area.”<sup>50</sup></p>
	York	<p>“York City Council has pioneered a danger reduction approach to speed management since the 1980s, and as a result has met national casualty reduction targets well in advance of target dates. The Road Danger Reduction Charter is the basis of its Road Safety Strategy.</p> <p>Residential areas are defined as: “all the other roads on the plan, where the needs of residents will generally have priority over traffic; target speed 20 mph [32 km/h]. Measures to achieve the target: a full range of traffic calming measures could be applied (road humps, chicanes, mini-roundabouts etc) where there are casualty problems and residents support the measures.”<sup>51</sup></p>
	Newcastle	<p>“Newcastle Council is conducting a pilot scheme with voluntary 20 [32 km/h] mph speed limits in a trial area. If successful, it will be rolled out city wide.”<sup>52</sup></p>
	Norwich	<p>“Norwich City Councillors voted unanimously for the Council to support a 20 mph [32 km/h] speed limit for all residential roads.”<sup>53</sup></p>
	Bristol	<p>“Hundreds of roads in Bristol are set to be the first in the city to become 20 mph [32 km/h] zones... the city council has earmarked areas of Southville and Bedminster and Easton and Lawrence Hill to be the pilot areas for the new traffic measures.”<sup>54</sup></p>
	Gloucestershire	<p>“South Gloucestershire Council has a number of 20 mph [32 km/h] zones, in various areas, including Emersons Green, Yate, Kingswood, Filton Avenue, Patchway and Stoke Gifford.”<sup>55</sup></p>

<sup>47</sup> UK Transport Research Laboratory, TRL Report 215, *Review of Traffic Calming Schemes in 20 mph zones*, quoted in UK Commission for Integrated Transport, *Study of European best practice in the delivery of integrated transport: report on stage 3 – transferability: Balanced Use of Road Space—20 mph zones*, at <http://www.cfit.gov.uk/docs/2001/ebp/ebp/stage3/03.htm>.

<sup>48</sup> Portsmouth City Council, *20mph speed limit on residential roads in Portsmouth*, at <http://www.portsmouth.gov.uk/living/8403.html>.

<sup>49</sup> *Guardian*, 10 July 2009, *Got you!* at <http://www.guardian.co.uk/technology/2009/jul/10/portsmouth-20mph-speed-limit>.

<sup>50</sup> Leeds City Council, at [http://www.leeds.gov.uk/Transport\\_and\\_streets/Road\\_safety/Road\\_safety\\_traffic\\_schemes/Bramley\\_Ganners\\_20\\_mph\\_zone.aspx](http://www.leeds.gov.uk/Transport_and_streets/Road_safety/Road_safety_traffic_schemes/Bramley_Ganners_20_mph_zone.aspx)

<sup>51</sup> Slower Speeds Initiative 2001, *Killing Speed: A Good Practice Guide to Speed Management*, p.15, at <http://www.ocs.polito.it/biblioteca/mobilita/KillingSpeed.doc>

<sup>52</sup> RoadPeace, *20 mph default speed limit in built up areas*, at <http://www.roadpeace.org/index.asp?PageID=135>.

<sup>53</sup> *ibid.*

<sup>54</sup> *Bristol Post*, 16 January 2009, *Bristol gets 20mph speed limit roads*, at <http://www.thisisbristol.co.uk/news/Bristol-gets-20mph-speed-limit-roads/article-618025-detail/article.html>.

<sup>55</sup> *ibid.*

	Somerset	“North Somerset Council has four zones – two on new roads at Locking Castle, Weston-super-Mare, and Port Marine, Portishead, and two on the Bournville and Mead Vale estates in Weston.” <sup>56</sup>
--	----------	--

## NORTH AMERICA

<b>Canada</b>	Montreal	“The city of Montreal is planning to reduce speed limits to 40 km/h from 50 kilometres on residential streets. The lower speed limit is already in effect in some boroughs.” <sup>57</sup>
<b>United States</b>	General	Nineteen States in the continental USA have residential (urban) speed limits of 25 mph (40 km/h) or lower. <sup>58</sup> A full survey of North American traffic calming programs is at <a href="http://www.trafficcalming.org/programs.html">http://www.trafficcalming.org/programs.html</a> .

---

<sup>56</sup> *ibid.*

<sup>57</sup> *Montreal Gazette*, 6 July 2009.

<sup>58</sup> [http://en.wikipedia.org/wiki/Speed\\_limits\\_in\\_the\\_United\\_States](http://en.wikipedia.org/wiki/Speed_limits_in_the_United_States).