Targeting 30km/h and Reclaiming Our Streets
Phil Gray
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Setting the Scene

- Default 50km/h introduced
- 40km/h school zones
- 40km/h shopping centres
- Vic Speed Limit Review

2001 2003 2008 2012
Speed Limit Review

“Improve speed limits in pedestrian activity areas”

“Make speed limits easier to see and understand”

“Simplify speed zoning in Victoria”

“Help road users to understand and comply with speed limits”

Probability of Fatality

Source: WHO 2008
Average Travel Speeds (2001-2012)

Melbourne

Average travel speed (km/h)

- Undivided arterial roads (Inner Melbourne)
- Source: VicRoads Traffic Monitor 2011-2012

User Perceptions

Measured traffic conditions

Perceived traffic conditions

Reduce vehicle speed

Perceptions of traffic safety and community amenity

Lower risk of injury

Increased active travel behaviour

Modified from Garrard, J, 2008

Reclaiming our Streets

Vehicle Dominated

Children Riding

Critical Mass
Achieving Safe Streets

Physical Infrastructure
- LATM
- Road Diets
- Shared spaces
  - Woonerfs
  - Complete Streets
  - Streets for People

Speed Management

Source: Streets for People, © Government of SA, 2012
Complete Streets for Canada

Designed for all ages, abilities and modes of travel

"...safe and comfortable access for pedestrians, bicycle, transit users and mobility-impaired – not as an afterthought, but an integral planning feature."

Source: Complete Streets, © TCAT 2012
Hostile, Car-Dominated Environment

- No kerbs, no line marking, no definite edge
- Artwork, No signage
- Patterned & coloured pavement
- Closely spaced trees (pedestrian threshold)
- Borrow street for community use

Thinking Street = Safe Street
Link and Place Approach
The two types of street FUNCTION

Source: Streets for People, © Government of SA, 2012

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Hidden Infrastructure

RECOMMENDATION 6:
“Speed management acts as “hidden infrastructure” protecting cyclists and should be included as an integral part of cycle safety strategies.”

Source: Cycling Safety: Key Messages, © OECD, 2012
Safe Infrastructure for ALL

1. Think of an older adult
2. Think of a child
3. Would you send them out together for a walk to the park?

If you would, it's safe enough
If you wouldn't, it needs to be improved

Source: www.8-80cities.org/8-80-rule

Does 30km/h Improve Safety?
Effect of 20mph (32km/h) traffic speeds on road injuries in London, 1986-2006

<table>
<thead>
<tr>
<th>ROAD USER</th>
<th>REDUCTION IN CASUALTIES</th>
<th>REDUCTION IN KILLED AND SERIOUS INJURED CASUALTIES</th>
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</thead>
<tbody>
<tr>
<td>All road users</td>
<td>42%</td>
<td>46%</td>
</tr>
<tr>
<td>Children</td>
<td>49%</td>
<td>50%</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>32%</td>
<td>35%</td>
</tr>
<tr>
<td>Pedal cyclists</td>
<td>17%</td>
<td>38%</td>
</tr>
<tr>
<td>Powered two wheelers</td>
<td>33%</td>
<td>39%</td>
</tr>
<tr>
<td>Car occupants</td>
<td>53%</td>
<td>62%</td>
</tr>
</tbody>
</table>

Source: Grundy et al, British Medical Journal, for TFL, Sep 2009
In Summary

• Is LATM still the right way to go?
• Speed management acts as “hidden infrastructure”
• Increase driver awareness and acceptance
• Challenge traditional attitudes towards neighbourhood street designs

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The new wave?

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