



Representing the community's interests in getting around
on bikes in Sydney's eastern suburbs

Ordinary Council Meeting Agenda - 27 July 2020

ITEM 16.2 - NOTICE OF MOTION - 30KM SPEED ZONE

26 July 2020

Mayor, Councillor Susan Wynne
Councillor Isabelle Shapiro
Councillor Mary-Lou Jarvis
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Dear Mayor and Councillors,

We write on behalf of BIKEast in relation to the Notice of Motion requesting:

THAT staff investigate and prepare a report regarding the potential to implement 30km/h zones or 40km/h zones in certain areas of Woollahra Municipality similar to those proposed to be installed in Manly and Liverpool as outlined in the report in the Sydney Morning Herald (SMH) on Saturday 11 July 2020

BIKEast **strongly supports** this Notice of Motion.

It is noted the motion references a [SMH report dated 11 July 2020](#) that referenced recent moves to implement 30kph zones in Sydney and provided international research evidence outlining the benefits resulting from lowering of speed limits.

The purpose of this letter is to provide further information supporting the rationale for lowering speed limits to selected WMC areas and request this information is taken into consideration as part of staff's investigation into this matter.

This information includes:

1. Increasing adoption of 30kph zones across Sydney and in other major cities across Australia and New Zealand
2. The Stockholm Declaration to adopt 30kph as a global standard for urban streets
3. Changed Austroads guidance on 30kph in April 2020
4. Supporting evidence that lower speed limits are an effective low cost road safety intervention... and further evidence that negative opposition expectations are not supported when 30kph zones are implemented

Increasing adoption of 30kph zones across Sydney and across other cities in Australia and New Zealand

As the following examples demonstrate, an increasing number of urban areas across Australia and New Zealand are lowering speed limits to 30kph.

Sydney

30kph has been adopted in Liverpool and Manly. North Sydney is mooted to be another Sydney Council expected to [trial 30kph limits to selective areas](#).

Melbourne

From late 2018 Yarra Council trialled a 30kph area covering the suburbs of Collingwood and Fitzroy. The trial was deemed a success and Yarra Council voted to permanently implement the 30kph area early in 2020.

The key rationale for lower speed zone was road safety. Prior to commencement of the trial in 2018, Yarra Council Mayor, Daniel Nguyen, made [the following statement](#):

From 2012-2017 there have been more than 100 crashes in the trial area, resulting in more than 30 serious injuries. 90 per cent of these crashes have involved pedestrians, cyclists and motorcycle riders.

Perth

Perth has the longest Australian experience with 30kph speed zone areas implemented under the 'Active Streets Program'.

We believe Council will benefit greatly by reviewing learnings provided by WA's Department of Transport including studies on 30kph speeds, road design and case studies of 30kph Perth bike boulevards.

<https://www.transport.wa.gov.au/activetransport/cycling-studies-and-research.asp>

Hobart

Hobart Council this year proposed to [implement 30kph in Hobart's CBD](#):

Queensland

The Queensland Transport and Main Roads "Manual for Traffic and Road Use Management Volume 1 – Guide to Traffic Management (2016), Part 8: Local area traffic management" (July 2018) and a series of related guidelines and manuals recommend 30km/h streets for increased safety for pedestrians, cyclists and general traffic.

Auckland

As of 30 June 2020, most of Auckland CBD (some 660 roads) [transitioned to a 30kph speed limit](#).

Wellington

Wellington City Council announced the [implementation 30kph limits to the majority of CBD streets](#) by the end of July 2020,.

Christchurch

A 30kph zone in central Christchurch was introduced in March 2016 as part of the Accessible Streets plan. Data collated over 2.5 years revealed that whilst **activity in the 30kph zone increased** (cars, pedestrians and cyclists) **there was a c.18% decrease in the number crashes** and a **c. 23% decrease in the number of injury crashes**. Learnings from Christchurch were recently featured as a Austroads case study presented on 27 May 2020 (Pedestrian Planning Concepts).

<https://austroads.com.au/webinars-and-events/pedestrian-planning-concepts>

Tauranga, Mount Manganui, Dunedin

Other cities in New Zealand who are considering, trialling or have implemented 30kph area limits include [Tauranga, Mount Manganui](#) and Dunedin.

The Stockholm Declaration

As a WHO initiative, in Feb 2020 at the Global Ministerial Conference on Road Safety in Stockholm, [130 countries signed](#) the [Stockholm Declaration](#) which included the commitment to reduce speeds to 30kph 'for places where cars, cyclists, and pedestrians frequently interact.'

The conference also released the ['These are our Streets' Manifesto 2030](#) in which the 30kph limit is defined as a 'speed vaccine'.

Austroads changed their guidance on 30kph in April 2020

Austroads updated their guidance in April 2020. In their [Guide to Traffic Management Part 4: Network Management strategies](#), it now says "In a vehicle- pedestrian collision, the probability of survival for the pedestrian decreases dramatically at impact speeds above about 30 km/h."

https://austroads.com.au/publications/traffic-management/agtm04/media/AGTM04-20_Part_4_Network_Management_Strategies.pdf

Evidence in support of lower speed zones (Safe Street Neighborhoods)

A 2017 Australian study ([Safe-Street Neighbourhoods: the role of lower speed limits](#)) specifically examined the impact evidence relating to 30km/h speed limit on Australian streets.

The report provided conclusive evidence that lower speed limits in residential streets provide an important new and low cost strategy for achieving continued reductions in injury rates from road crashes in Australia.

Negative expectations related to lower speeds are not supported by the evidence

The Safe-Street Neighbourhoods report further examined community opposition to lowering speed limits - noting that:

Changing speed limits in residential streets to 30 km/h has met with considerable opposition from the community at large, not just in Australia but overseas.

The report provides fascinating insights into opposition to lower speed limits. The report concludes opposition is not supportable and defined as a cognitive bias: a 'speed paradox' - whereby there is a trivial loss of time for trips made by car drivers in areas with low speed limits.

Green Grid and Movement and Place Frameworks

BIKEast notes two cornerstone and related planning frameworks currently leading decision making regarding Sydney's streetscape environments that prioritise Active Transport (Cycling and Walking) needs in assessing street use, amenity and purpose:

1. Green Grid (NSW Government Architect)
<https://www.governmentarchitect.nsw.gov.au/projects/sydney-green-grid>
2. Movement and Place (NSW Government Architect)
<https://www.governmentarchitect.nsw.gov.au/guidance/movement-and-place>

In support of lower speeds, **noted principles of the Green Grid Framework** are highlighted here as follows:

1. 'The Green Grid is a **green infrastructure, design-led strategy** that includes the full range of open spaces.'
2. '**interconnected linkages** are fostered within the wider public realm through enhancing creek corridors, **transport routes, suburban streets, footpaths and cycleways.**'
3. 'The grid will **provide enhanced access to recreational open space, routes for walking and cycling**, and opportunities for active and passive recreation.'
4. 'A high quality well maintained Green Grid will provide new landscapes for Sydney's communities. It will help **promote healthy living and community spirit.**'
5. Promote and improve the pedestrian environment to increase the **enjoyment of travelling on foot and by bike**. Encourage active and healthy living through improvements in the public domain that **facilitate exercise and alternative modes of transport such as walking, cycling and jogging.**

In support of lower speeds, **noted principles of the Movement and Place Framework** are highlighted here as follows:

1. 'Roads and streets should be sensitive to place with self-explaining speed limits and infrastructure that **aligns with the surrounding context.**'
2. 'The Movement and Place core process can be used to guide a range of movement-related projects at various phases, from a network or city scale (e.g. developing place-based movement strategies), to local streets and neighbourhoods (**e.g. assessing speed zones**)'
3. 'Dedicating space for cycling in higher movement environments where strong cycle connectivity is desired or exists, and **improving shared cycle environments** on quieter streets **through appropriate speed zoning and design.**'
4. 'Walking and cycling are space efficient modes that are generally complementary to place.'
5. 'Prioritising **non-physical interventions such as** time-of-day management and **speed** in locations **where movement and place activity both occur on the same plane.**'
6. 'Measures of movement significance: On a **principal bicycle route** in Greater Sydney or **regional bicycle route identified in a council bike plan** in regional NSW ... opportunities for people cycling to move around the centre or place in a **low stress/ speed environment.**'

The capacity to lower speeds in LGAs

Regarding the capacity for Woollahra Council to reduce speed limits on WMC roads/streets, Council and BIKEast received the following confirmation from Freda Power, Manager – Network Governance, Planning and Programs, Transport for NSW (by email dated 5 June 2020):

1. 'Speed limits are not based on the administrative category of the road but are influenced by many factors – there is no fixed speed limit for a Regional Road and for a Local Road.'
2. 'Before any speed limit changes take place in NSW, advance notice is given by the Centre for Road Safety (CfRS). The CfRS is part of the Transport cluster in the NSW Government.'

BIKEast understands that speed reductions are adjusted following an appropriate application being made by the governing LGA - as recently evidenced by 30kph zones being implemented in Liverpool and Manly.

Acknowledgement of the adoption of lower speeds and trial proposals

BIKEast acknowledges progressive adoption to implement lower speed zones in select areas of Woollahra Municipal Council and more recently proposed trialling of lower speed areas.

Paddington

BIKEast acknowledges that Paddington became the first suburb-wide introduction of 40kph for Sydney.

Early in 2020, streets at the border of Woollahra Council and City of Sydney were reduced to 40kph, and brought into line with the rest of WMC Paddington, namely Neild Avenue, Boundary Street and McLachlan Avenue.

More recently, in CoS Paddington Moore Park road was reduced to 40kph.

The Paddington section of Oxford Street is remaining exception to every Paddington street now being zoned as 40kph.

Paddington 30kph trial proposal

As part of the NSW Government's **Streets as Shared Spaces Program** BIKEast acknowledges that Woollahra Council has applied for grant funding to trial 30kph high pedestrian traffic speed zoning around Five Ways.

Double Bay and Rose Bay 40kph trial proposal

As part of the NSW Government's **Streets as Shared Spaces Program** BIKEast acknowledges that Woollahra Council has applied for grant funding to trial 40kph high pedestrian traffic speed zoning.

Request to Council to adopt a more ambitious 30kph area plan

In light of the rapidly changing adoption of lower speeds and specifically 30kph zones in Australian and New Zealand cities, BIKEast requests Council to extend current proposals for lower speeds as follows:

1. To trial and ultimately implement a **whole of suburb 30kph zone area for Paddington** rather than the limited area currently being proposed around Five Ways. This initiative would effectively transition all WMC Paddington streets to that of iconic cyclist status with the combined benefits of cyclist safety and streetscape amenity benefiting residents. In addition, a 30kph profile for Paddington complements the heritage and conservation nature of this area, enhances Paddington's attraction as a visitor experience and provides benefits for our retail and hospitality businesses.
2. To trial and ultimately implement **30kph zones for Double Bay and Rose Bay** rather than the proposed reduction to 40kph in anticipation that **30kph is rapidly becoming the standard speed zone for urban city streets** in Sydney, in various Australian cities and seen as best practice globally. A 30kph profile for Double Bay and Rose commercial precinct streets enhances the appeal for cyclists, enhances the streetscape environment to attract visitors that will ultimately benefit the many retail and commercial businesses in these areas.
3. To trial and ultimately implement a **30kph zone for high activity Woollahra streets** including **Queen Street and Moncur Street and streets considered as part of the Paddington Greenway cycle network.**

Thank you for proposing this motion for consideration by Council on 27 July 2020.

We hope the further notes and observations outlined above are of interest and provide additional relevant insights encouraging Council to adopt the implementation of more extensive 30kph areas in the future.

Yours sincerely,



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