



Brisbane Central Business District Bicycle User Group

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The Right Honourable Cr Adrian Schrinner
Lord Mayor of Brisbane
GPO Box 2287
BRISBANE QLD 4001

Via email to: lord.mayor@brisbane.qld.gov.au

Dear Lord Mayor

30 km/h Speed Limit

We are writing to you regarding media reports of your comments in Council on 30th November 2021 about Brisbane adopting a 30 km/h speed limit.

We understand your busy schedule as Lord Mayor may not have afforded you the opportunity to keep up with the latest research and best practice in road safety. Therefore, we draw your attention to "Integrating Safe System with Movement and Place for Vulnerable Road Users" (<https://austroads.com.au/publications/road-safety/ap-r611-20>), released by Austroads in 2020. This publication "... seeks to synthesise evidence on the effectiveness of Safe System treatments for vulnerable road users (pedestrians and cyclists) in different street environments, and encourage all jurisdictions to apply this guidance locally."

This document states "It is increasingly accepted by road safety practitioners that, to be aligned with the Safe System philosophy for pedestrians and cyclists, 30 km/h impact speeds define the upper limit of an 'acceptable' collision. This ... coincides with an approximate 10% chance of the struck pedestrian being killed by the collision. Put another way, this corresponds to a 90% chance of survival. For the corresponding situation with serious injury (i.e., a collision with a pedestrian producing a 10% chance of serious injury), a much lower impact speed applies". (pg 14)

Further on the report points to "Research carried out by Anderson et al. (1997) found that about half of all fatally injured pedestrians in their study were struck at the initial travel speed; that is the driver had not braked before impact. This means that the travel speed is commonly the impact speed. For these reasons, pedestrian and cyclist measures should, ideally, be designed and operated to secure impact speeds to not more than 30 km/h". (pg 15)

At page 24 the paper indicates the "... fatal injury risk to a pedestrian reduces by 75-80% when a driver chooses to travel at 30 km/h instead of 40 km/h".

You may also not be aware of research conducted by the Heart Foundation in 2020 that found the majority of Australians support lower speed limits in neighbourhoods. Only 13% of people surveyed were unsupportive. (<https://healthyactivebydesign.com.au/resources/publications/what-australia-wants-report>)

As for the impact of 30 km/h speed limits on people travelling by car, the probability of a fatality in a side impact collision decreases by about two thirds (Austroads pg 10). It is important to note urban journey times are much more influenced by congestion and time spent at traffic signals, such that

the difference between 50km/h and 30km/h limits on a typical 26-minute commute is likely to be less than a minute. (<https://30please.org/wp-content/uploads/2021/02/ACRS-Safe-Street-Neighbourhoods-2019-Update-vs2.1-WA-NSW.pdf>)

Many cities around the world have adopted a 30 km/h speed limit including the Gold Coast, London and Brisbane's sister city, Auckland.

In view of this body of evidence supporting the application of a 30 km/h speed limit in local streets to provide safety for all roads users while also negligibly impacting motorist travel times - we urge you to reconsider your hostility towards reduced speed limits.

If you do not support a 30km/h speed limit for local streets, it begs the question – do you consider the current rate of death in serious injury on Brisbane's roads to be acceptable, and if not, what do you propose to do otherwise?

Yours sincerely



Paul French
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Brisbane CBD BUG
8 December 2021

Cc: Space4Cycling Brisbane
Bicycle Queensland
Queensland Walks