

**Media Spokesperson, WalkSydney**

Prof. David Levinson  
Committee Member  
[David.Levinson@walksydney.org](mailto:David.Levinson@walksydney.org)

**Media Spokesperson, 30Please:**

Lena Huda  
Founder  
[Lena@30please.org](mailto:Lena@30please.org)  
0480000555

**Media Spokesperson, Safe Streets to School:**

Mr Jon Lindley  
Co-founder  
[jon@safe-streets-to-school.org](mailto:jon@safe-streets-to-school.org)



Media Release | 1<sup>st</sup> December 2022

## ***30km/h zones in Liverpool should have stayed***

**The new Mayor of Liverpool has made one of his key priorities to stop a 30km/h trial in residential streets and around schools. We are saddened to hear that the speed limit is now increased back to 40km/h which compromises the safety of people walking.**

[Research](#) shows that a fatal injury to a pedestrian is at least twice as likely to occur in a crash at 40km/h than at 30km/h. Overall, if average speeds are reduced by just 1km/h, road crashes are reduced by 2-3%.

We saw a significant decline in injuries during the Liverpool trial.

Since the 30kmh speed limits were introduced, only eight people have been injured, including two serious injuries, compared to 23 injuries and five serious injuries in the preceding 12 months.

“From a safety perspective, the trial has been a fantastic success. Increasing the speed limit will mean more people will end up in hospital and we can assume that someone will be killed or seriously injured in Liverpool as a consequence.” Lena Huda from 30Please said.

Jon Lindley, founder of safe Streets to School said: “Our campaigns are aiming to build community acceptance of 30km/h limits in local streets. These are used in all rich child-friendly countries around the world to keep children safe in traffic and enable them to walk or ride to school, to explore their neighbourhoods independently.”

Prof. David Levinson from WalkSydney said: “As expected, the impact on travel time in the Liverpool trial was minimal. Journey times on streets in urban areas tend to be determined by junctions and signals,

rather than the speed limit. For the 1km radius of the trial, the travel time is estimated to increase from 2.3min to 2.9min and in busier times even less than that.”

Making 30km/h the norm and not the exception in local streets is the best way to achieve a general change in driver behaviour. 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.

A piecemeal approach to safe 30km/h speeds like we see in NSW is not the best way to change behaviour. Small, isolated zones like in Liverpool with lots of through-traffic are a difficult place to start to build community acceptance. Rolling out 30km/h limits in residential neighbourhoods with no through traffic will get more community buy-in.

30Please founder Lena Huda was talking to 2GB's Jim Wilson who is an outspoken opponent to 30km/h limits in the Liverpool CBD. <https://www.2gb.com/30km-h-speed-limits-in-local-streets-divides-residents/> In the end of the interview, he said he would support 30km/h in suburban streets but not in the Liverpool CBD.

The most problematic set-up of the trial was the speed camera on Bigge Street. From international research we know that it takes time for drivers to get used to new lower speed limits. It is no surprise that many people were receiving fines and complained.

Naturally, the lower the speed limit, the more likely there will be people driving over the speed limit. Speed cameras must be used with lots of caution in this context and ideally give out many warnings before fines are applied.

Australian holiday parks are a good example of how great low-speed environments work for children. Here the speed limit is usually 10km/h (and we usually don't find any speed cameras). There is a general understanding that people driving cars must watch out for people walking and cycling. The lower speeds are important as

- At lower speeds we have more time to deal with the consequences of mistakes and the mistakes made by other road users.
- A small change made by many people creates a much greater impact than a big change made by a few extreme 'problem drivers'.

Lena Huda from 30Please said: “The obsession with perfect compliance of speed limits in Australia means that our speed limits in local streets are set too high and most people are not even aware of it.”

“There is also a complete lack of education campaigns about why we need to move on to 30km/h limits in local streets like the rest of the world.”

Lena Huda, founder of 30Please said: “When we heard about the problems surrounding the Liverpool trial, we offered the council and the Centre for Road safety to deliver community education campaigns to the schools in the area. This approach is taken by UK councils when they roll out 20mph (30kmh) speed limits. Unfortunately, the approach taken in Liverpool was to send out speeding fines instead of educating the community of why 30km/h limit are needed to keep our children safe – for example when they cross a street.”

Maybe it is time to move on to better ways to enforce speed limits. In the European Union, all new cars are mandated to have technology on board that helps drivers to comply with the speed limit. This is a low-cost effective technology called Intelligent Speed Assist. By using sign-reading cameras and digital maps of speed limit data, the car can cut engine torque automatically to keep the vehicle within the current

speed limit. Speed is such an important factor in road deaths that this technology alone, if it were fitted to all cars on the road in this form, could cut deaths by 20 percent.

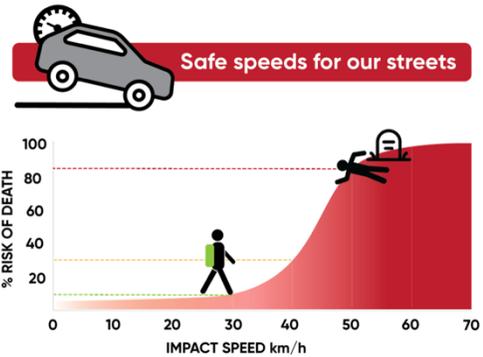
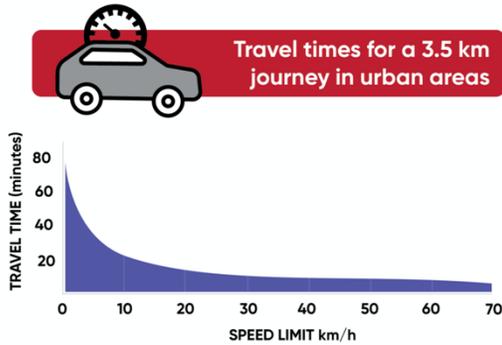
In London, all new buses have this technology onboard. [https://etsc.eu/wp-content/uploads/ISA\\_BusesIntelligentLondon-Final-pdf.pdf](https://etsc.eu/wp-content/uploads/ISA_BusesIntelligentLondon-Final-pdf.pdf)

In busy areas, just by fitting buses with ISA can help to regulate the speeds of all traffic on bus routes.

### Travel time urban area

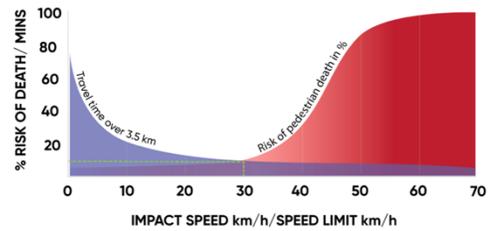
	Average Speed	Travel time for 1km	Travel time for 3.5km
	5km/h	12 min	42 min
	15km/h	4 min	14 min
	21km/h	2.9 min	10 min
	26.4km/h	2.3 min	8 min

\*Source: ADAC Tempo 30 Pro Contra (2015)



Source - Cities Saver by Design (2015), [www.worlpublicatoin/cities-saver-design](http://www.worlpublicatoin/cities-saver-design)

### Determining optimal speed limits in urban areas



###

**Boilerplate:** WalkSydney is the peak body for walking in Greater Sydney. [Walksydney.org](http://Walksydney.org)

**Boilerplate:** 30please is campaigning for a 30km/h default urban speed limit. [www.30please.org](http://www.30please.org)

**Boilerplate:** Safe Streets to School is a community campaign to create safer streets within the walking catchment of schools in Australia. [www.safe-streets-to-school.org](http://www.safe-streets-to-school.org)