

# Local Government 30km speed questionnaire



FACT: Only TfNSW have the statutory power to set vehicle speeds on *any* street in NSW

- We asked Councils in Sydney (and Wollongong)
  - “How many kms of streets is your Council planning to introduce 30km/hr speed limits in your Council ?
  - Have you formally requested a speed change to 30km/h? If so, what happened?
  - Have you informally requested Transport for NSW (TfNSW) work with Council to implement 30km/hr speed limits? If so, what has TfNSW said in response to your request?”



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30 April 2024

“Are you planning to introduce 30km/hr on your streets?”



60% of Councils responded (17 out of 28)



**10 Councils**

(Woollahra, Bayside, Hills Shire, Hunters Hill, Georges River, Hornsby, Inner West, Canda Bay, Campbell Town, City of Ryde and Liverpool )



**6 Councils**

(Penrith, City of Sydney, Strathfield, Kuring-Gai and Burwood, Northern Beaches)

1 Council responded by did not provide an answer



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“Have you informally or formally requested a speed change to 30km/h? If so, what happened?”



- Penrith Council - 30km speed on “1km of quiet way “
- Strathfield Council - request for 30 km refused *despite designing and implementing treatments to reduce speed*
- Burwood Council – 30km on HPAA on Burwood Road – TfNSW requested “A Report”
- *Northern Beaches have implemented 6.5 km of 30km in Manly Town Centre*
- City of Sydney - 30km on all City streets, working with TfNSW

# “No” Councils

Councils have also told us:

- **Only applies to streets with one lane of traffic in each direction** – such as foreshores and tourist areas, and should be *self enforcing*
- **There is no need to change**, and several Councils have told us they have never requested a speed zone reduction from TfNSW.
- **Speed isn't an issue**, Councils with existing HPAA have a mix of 40km and 10km zones, and Councils told us they have *no intention to reduce speed*.

For example : Campbell Town Council told us

“(we) do not have any issues with the safety of road users and the posted speed limits” .

- Centre for Road safety data shows in Campbell town LGA - 27% of serious injury or fatal crashes involve speed. (65 crashes) 10% more than the Greater Sydney region.



# “Yes” Councils

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Councils told us:

- **TfNSW Guidelines don't apply** - 30km is only for HPAA, not on local streets, Strathfield Council has a request to reduce speed denied
- TfNSW said “You need a report”, and several Councils told after contacting TfNSW they were waiting for a response
- TfNSW said “30km must be self enforcing” and must consider “pedestrian risks”, “85% percentile speeds”, movement of public transport



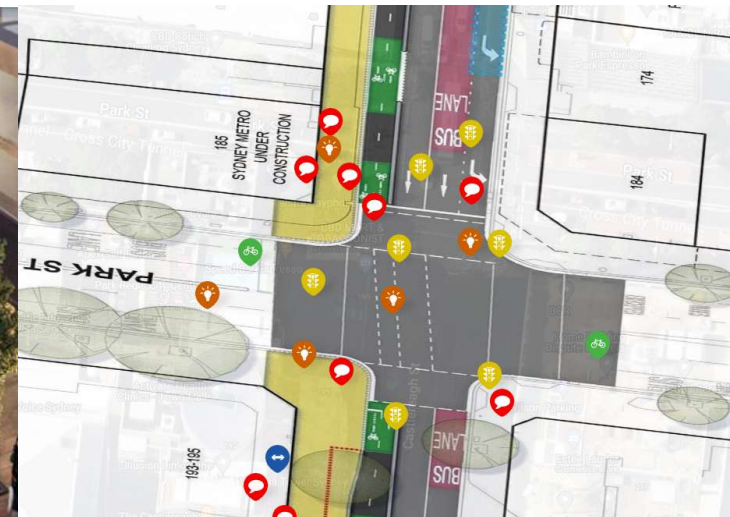
# Road User Space Allocation Policy

## Facts:

- Road space reallocation is the responsibility of Road Authorities – Councils *and* TfNSW
- Councils manage the bulk of reallocation *on local roads*

## Challenges:

- Too many barriers
- No clear leadership
- Safety and comfort for people and riders is not prioritised *above* car driver delays





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# WalkSydney's recommendations: Urgent Actions for Ministers

TfNSW must "lead" by:

- **Setting Senior Executive targets:**
  - Speed zone reduction targets (ideally kms) starting with 40km School Zones and HPAA.
  - Road space reallocation targets on State roads and local streets to improve safety *comfort* for people to walk and ride
- **Supporting Councils to achieve speed zone reduction and road space reallocation**
  - technical and regulatory advice, engagement support
- **Developing simple and transparent processes that do not require Councils "guess" what evidence TfNSW officers consider appropriate and necessary.**



## Death and injury risk percentages

| Impact Speed<br>Km/h |  | Death<br>Percentage Risk |
|----------------------|--|--------------------------|
| 30                   |  | 10%                      |
| 40                   |  | 30%                      |
| 50                   |  | 80%                      |