



# Urban Speed Reductions Fact Sheet



The risk of involvement in a casualty doubles with each 5km/hr increase in free travelling speed above 60km/hr and

A 5km/hr reduction in speed can lead to at least 15% decrease in crashes.

Road Accident Research Unit of the University of Adelaide



## WHY URBAN SPEED REDUCTIONS?

Speed Management is at the core of a forgiving road transport system.

Inappropriate or excessive speed is one of the major factors contributing to casualty crashes on Victoria's urban roads.



## BENEFITS

- ✓ Reducing travel speed increases the time drivers have to avoid crashes
- ✓ This improves their ability to control the vehicle and shortens stopping distances
- ✓ All this lessens the likelihood of a crash occurring and reduces the severity of crash outcomes
- ✓ Even small reductions in travel speed can have a very large impact on reducing the probability of death and serious injury



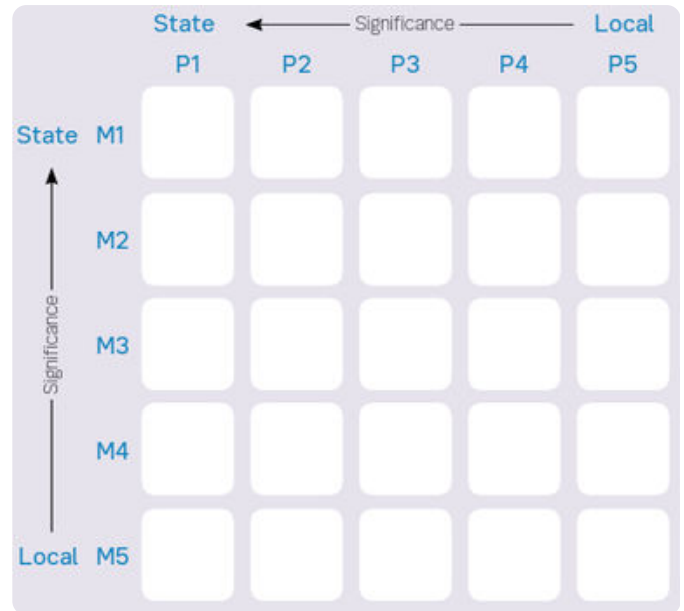


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## WHY URBAN AREAS?

The adoption of speed limits historically focused on the movement function of a road without much consideration being given to its role as a destination, where people gather and where they access their homes and businesses. In urban areas especially, there is a desire to create places people enjoy being in, where the safety and amenity needs of pedestrians and cyclists have historically been overlooked in favour of motorised traffic.

With the Movement and Place framework now being at the heart of road management, there is a recognition that speed limits are one of the key drivers of the Place function, affecting residential amenity, community vitality, commercial viability, and importantly, road safety.



Excerpt from, "Movement and Place in Victoria"

Theoretical assessment indicates that fatal injury risk to a pedestrian:



**Speed reduction from 40 to 30km/h**  
75-80% reduction in risk

**Speed reduction from 50 to 30km/h**  
90-95% reduction in risk

**Speed reduction from 50 to 40km/h**  
75-80% reduction in risk

Corben, D'Elia and Healy, 2006, 'Estimating Pedestrian Fatal Crash Risk', Australasian Road Safety Research, Policing and Education Conference.







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## FURTHER READING

### GUIDANCE / NOTES:

- [Austroads, Integrating Safe System with Movement and Place for Vulnerable Road Users](#)
- [Austroads, Guide to Road Safety Part 3: Safe Speed](#)
- [Department of Transport and Planning, Movement and Place in Victoria](#)
- [Safe System Solutions Pty Ltd, Speed Limit Myths Fact Sheets](#)
- [Monash University, Final Report of the 30km/h Speed Limit Trial Evaluation in the City of Yarra](#)

## CASE STUDY

In 2018, 30km/h area-wide speed limits were introduced within pockets of Fitzroy and Collingwood (previously 40km/h).

The evaluation of this speed reduction showed:

- Significant reductions in high travel speeds (above 40km/h)
- An increase in community support for 30km/h speed limits in residential streets
- The majority of community surveyed agreed that travel time in local streets was not impacted

These findings suggest that with widespread use, 30km/h local speed limits in residential local streets have promise to be a useful intervention for saving lives and serious injuries to Vulnerable Road Users in residential areas.

Source Photo: <https://thanksfor30.com.au>

## MORE INFO?

*We're here to help.*

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