



## **Community Impact Summary on 40 km/h Speed Limits**

There have been approximately 400 crashes each year on local streets in Charles Sturt over the last 5 years. Sometimes the crash kills people, nearly always cause an injury, and cost residents about \$10M each year. Reducing the speed limit changes all these things.

We recognise that many residents don't speed in local streets, but statistically there will be a crash and lowering the speed limit will reduce the severity of that crash. Driving from the arterial road network, which is generally 60km/h, onto local streets of 50 km/h does not seem to shift driver perception that they are entering a local street, where cars reverse from driveways, people walk and cycle and children play. Lower speed limits can change driver behaviour to treat local streets as places where people live.

We also recognise that there is not much traffic in a local street, but over a year the amount of traffic adds up, and at some point in the future crashes will generally occur even in the best designed street. By lowering the speed limit, we can reduce the severity and chances of these crashes occurring.

For those people using their local streets to drive between their home and the nearest arterial road, lowering the speed limit will generally increase the travel time it takes by only a few seconds. There is much more time lost slowing down at intersections when travelling to the arterial road and from congestion.

The South Australian experience shows that people treat lower speed limits like any other speed limit and most people travel at, or below it. We recognise that not everyone will travel at the 40 km/h speed limit, but are likely to reduce their speed to some extent.

A lower speed limit in local streets will make them less attractive as a short cut, or an alternative to avoid delays on arterial roads. These streets may still need road safety devices installed, but by lowering speed limits we can sometimes avoid treatments that can be noisy, intrusive, impact on access and parking, and generally inconvenience local residents.

We are generally targeting local streets where there are less than 1,000 vehicles per day, and in reality, many have only 300-400 vehicles per day.

Everyone pays rates, and when we install a physical treatment on a street, we are prioritising that street over others. Council often gets up to 5 requests for new traffic calming devices a week on local streets, and there just isn't funding to physically treat all these requests. Reducing the speed limit is the fairest way to treat road safety, and is an equitable expenditure of rate payer's dollars to treat all local streets rather than a select few.

When a road safety device is installed, some drivers chose another street and simply shift the problem. We have been chasing drivers around suburbs with road safety devices for over 45 year and have improved road safety in those individual streets only at a cost of \$40M dollars.

We have installed road safety devices in approximately 300 streets of our total 1,844 local streets. We spend about \$800,000 (1% of Council rates) each year on them and this amount is growing rapidly as we increase the number and have to replace and maintain the older devices.

The plan is not to include busier local streets which will remain at the 50km/h speed limit, however if overwhelming resident feedback is to have busier streets with a 40km/h speed limit, Council will review these roads on an individual basis.

SA experience found that the installation of 40 km/h resulted in reducing injury crashes from 29 injury crashes to 6 injury crashes (79% reduction) in Woodville West, from 49 injury crashes to 35 injury crashes (29% reduction) in Bowden/Brompton, and a 17% crash reduction in Unley. Speed data identified an average drop of 6 km/h in travel speeds when 40 km/h speed limits were installed.

Lowering the speed limit reduces the chance of a crash and the severity of it. Driving at 40km/h can save lives, and will only cost residents seconds off their delay driving.

Despite reducing the speed limit, we will still install road safety devices but only where there is a real need to do so due to crash records, driver speeds and the amount of traffic, or in character areas as part of Main Street redevelopments. This will allow us to focus spending on intersections and high traffic routes to improve safety and traffic flows on these roads, which will also deliver the wider reaching benefits for all residents.

We can continue to rely on road safety devices as the only measure to improve road safety, but it will take us many decades to make any real change across all of our local streets, and will negatively impact the amenity of local streets and have long term costs to residents.

In suburbs where we have installed the 40km/h speed limit, we rarely have residents ask to return it back to 50km/h. The only exception to this is that some drivers ask for busier roads (such as Hawker Street and Chief Street) to be put back to 50 km/h, however residents on these streets support the lower speed limits.

Council is committed to delivering on the State Governments commitment to reduce crashes by 30%, and we want our community to stop accepting crashes on our local roads as being inevitable and help us in making our local streets safer. While some crashes occur due to poor driver behaviour, many are just regular people making simple mistakes, and people shouldn't have to pay with their life or their health for one mistake if the cost to change that is as little as seconds in driving time a day.