



30please.org is a community campaign inspired by the UK's 20's Plenty campaign. We campaign for 30km/h to become the default speed limit on residential and urban streets in Australia.

30please is a Member of [CWANZ](#): Cycling and Walking Australia and New Zealand (CWANZ) is the Australasian lead reference group for walking and bike riding on transport and recreation networks.

Members include senior and executive level leaders from all Australian state and territory transport agencies, New Zealand Transport Agency, local government representatives and leading advocacy groups and peak bodies for walking, cycling, health and mobility.

It is encouraging that active transport is part of your strategy to make the road system more efficient. For the road network we argue the focus should not be on mega road projects but on how to get people to move as efficient and actively as possible and leave the road for economic generators. How have freight supply chains be operating more efficiently with fewer people and what is the new paradigm to empower move of that. 30km/h in neighbourhoods is proven to make active transport safer and impact on travel time is minimal. Big delivery companies that support sustainable transport and fast efficient delivery on the last mile would welcome lower speed limits in neighbourhoods. Shared zones are safer for deliveries by e-cargo bikes. But shared zones are also better for delivery trucks compared to streets with separated cycle lanes as parking is easier to find. Narrow shared paths will not be a good answer to new generations of e-bikes, cargo-bikes and micro-mobility devices emerging. Shared zones tick more boxes, allowing for increasingly bigger micro-mobility devices (e.g. cargo bikes) and difference in speeds (e.g. push bike vs e-bike).

A strategic approach to our active travel network is missing in your plan. A bolder vision is needed in a climate emergency and obesity crisis.

A strategic plan could be the following:

Change the default speed limit in build-up areas to 30km/h (from 50km/h). Educate the public about the need and benefits of lower speed limits, sharing the street and benefits of walking and cycling. Determine which streets should have higher speed limits, for example main transport corridors. Here cycle paths, footpaths and crossings should be provided.

Run simulations on travel time for drivers and share the results. Companies like TomTom have the data and are happy to help our shift to more sustainable travel. Impact on travel time will be minimal but is commonly overestimated.

Use technology rather than speed humps to enforce speed limits. Make Intelligent Speed Assist mandatory in new cars. Encourage usage of Apps like NSW Speed Assist and work with insurers to reward drivers that voluntarily use monitoring devices and adhere to the speed limits. Consider using geofencing technology.

While in cities that have a higher density, a completely separate active transport network may potentially be built, it is unrealistic to achieve this in our regional towns at reasonable costs. Our regional towns are the ones who lack footpaths (exactly for this reason) and would benefit tremendously from lower speed limits in neighbourhoods. Safe walking infrastructure does not always carry a high price tag: The majority of road safety experts we surveyed said a 30km/h environment is safer for children walking to school than a typical Australian neighbourhood with a footpath on one side of the road, no crossings and a 50km/h speed limit.

We would be happy to continue the conversation with you. Thank you for the opportunity to provide feedback.