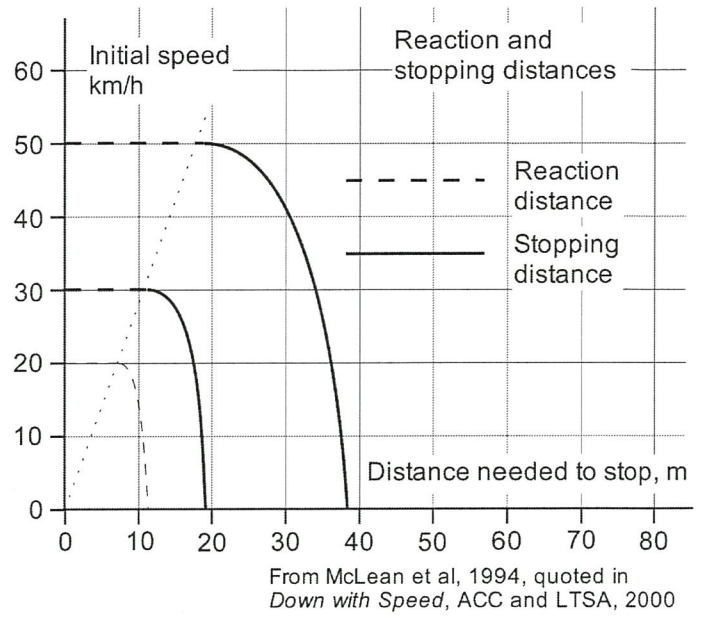


Figures from European Transport Safety Council, 1995 quoted in *Down with Speed*, ACC and LTSA, 2000

Figure 1



From McLean et al, 1994, quoted in *Down with Speed*, ACC and LTSA, 2000

Figure 2

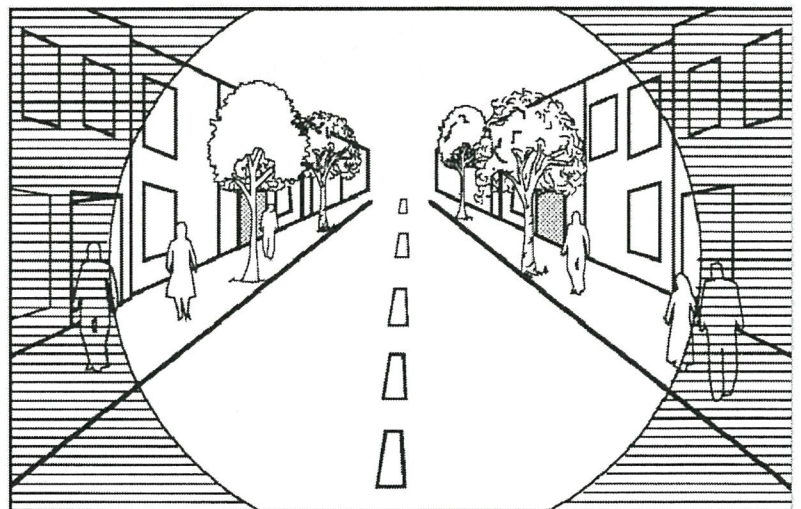


Figure 3

35 KPH

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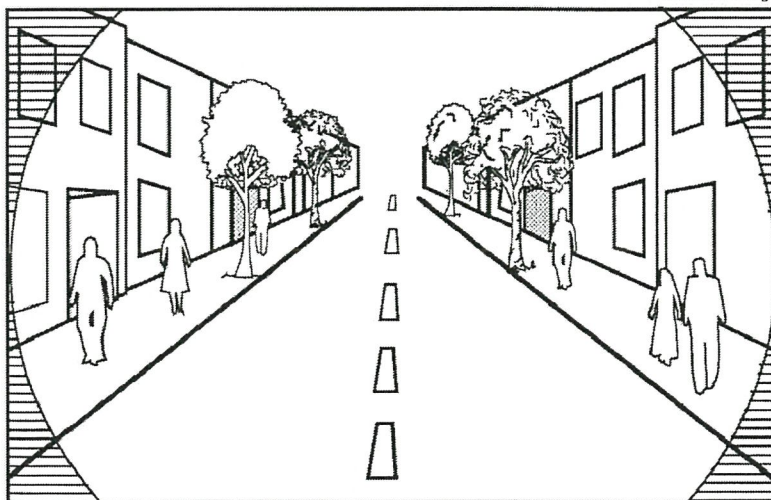


Figure 4

25 KPH

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- Wellington has the busiest bus route in the country, alongside the busiest footpaths in the country. You have to expect problems.
- You have addressed the problems, 30 km/h is a good option—even city-wide.
- ‘Speed kills’ is effective road safety.
- Figure 1, top left
- The crunch in the crash doubles from 50 to 70 km/h (speed up 40% crunch up 96%)
It reduces by two thirds from 50 to 30 km/h, speed down 40%, crunch down 64%
- The way to reduce the crunch is to boot the brake.
- Figure 2.
- 20 m is a typical junction width (including footpaths)
At 50 km/h you can't slow down
At 30 km/h you can stop.
- At 30 km/h crashes roughly halve, but fatal crashes almost vanish.
- People a factor too.
Human speeds: A four minute mile is 24 km/h, 100 m in 10 seconds is 36 km/h.
Railings and risk compensation.
Age: a teenager might walk away, an octogenarian die of injuries
Field of vision: speeding drivers have a small field of vision (data processing)
- Figure 3: Drivers field of vision at 25 km/h