



**LEGISLATIVE ASSEMBLY**  
FOR THE AUSTRALIAN CAPITAL TERRITORY

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**STANDING COMMITTEE ON PLANNING, TRANSPORT AND CITY SERVICES**  
Jo Clay MLA (Chair), Suzanne Orr MLA (Deputy), Mark Parton MLA

Submission No 28 – Pedal Power ACT

Inquiry into the impact of revised speed limits in Civic – Petitions 31-21 and 38-21

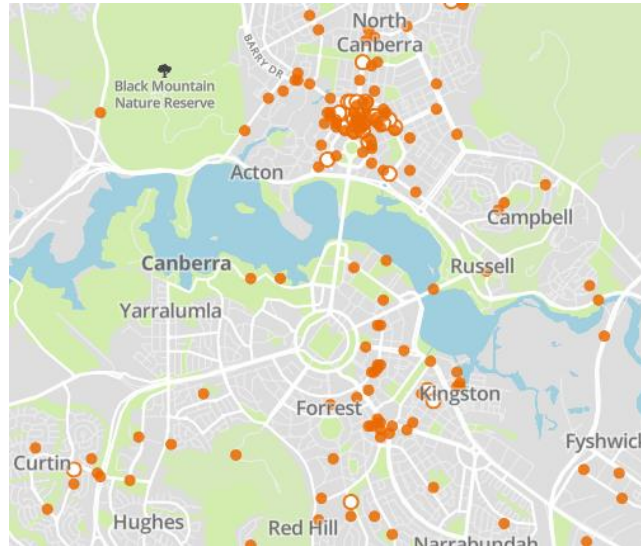
Received - 15/10/21

Authorised – 04/11/21



Data and heat maps for crashes involving people who were walking or cycling show the city is a hot spot for these types of crashes:

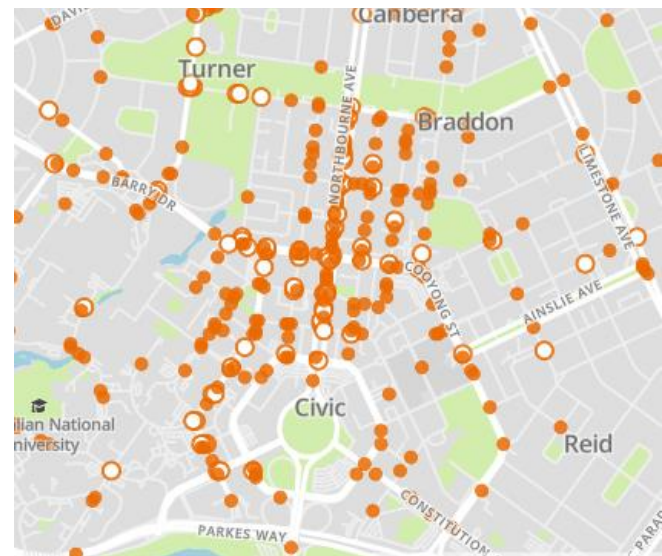
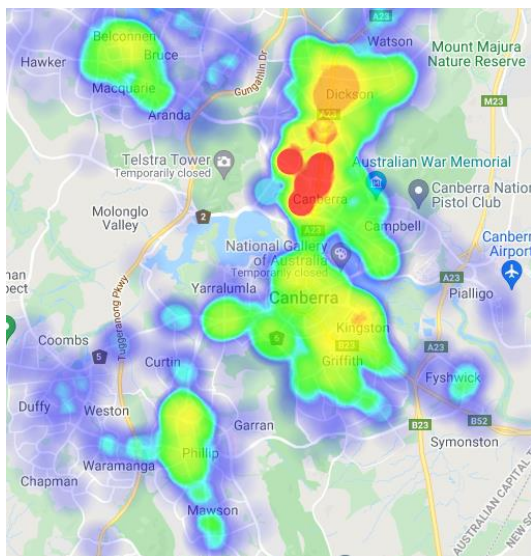
### Pedestrian crashes



<https://www.data.act.gov.au/Justice-Safety-and-Emergency/Pedestrian-Crashes-Heat-Map/9pg2-xhki>

<https://www.data.act.gov.au/d/emq2-8bc4/visualization>

### Cyclist crashes



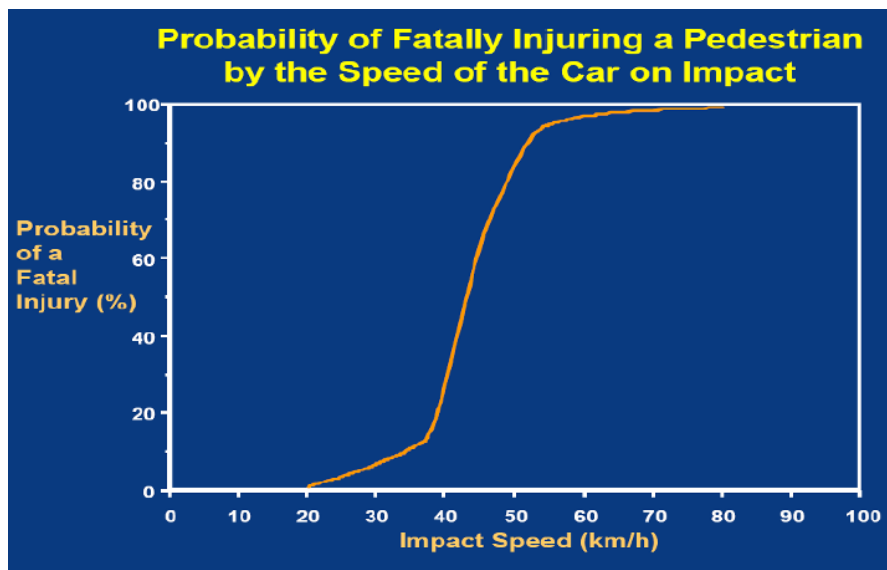
○ Multiple points in single location

<https://www.data.act.gov.au/Transport/Cyclist-Crashes-Heat-Map/8ea8-wvzq>

<https://www.data.act.gov.au/d/n2kg-qkwj/visualization>

## Crash risk and severity

Speed is well accepted as a component in crash severity, as shown in this data from Transport NSW:



Lowering speed limits helps reduce the risk as well as the severity of a crash:

*In 1987, Victoria raised the speed limit on its rural and outer Melbourne freeway network to 110 km/h from 100 km/h. There followed an increase in casualties (including fatalities) of 24.6 per cent. In late September 1989, a 100 km/h limit was reintroduced, resulting in a reduction in crashes of 19.3 per cent (Sliogeris, 1992) <sup>iii</sup>. In NSW, recent experience shows that reducing speed limits is an effective measure in reducing the number and severity of crashes including the 26 per cent reduction in casualty crashes on the Great Western Highway after speed limits were reduced from 110 to 100 km/h (Bhatnagar et al) <sup>iv</sup>.<sup>1</sup>*

All road users benefit from lower speed limits. Slower speeds calm traffic, reduce rear-end crashes, and increase the capacity of the street.

The Civic/Braddon zone is entirely consistent with the application of 40 km/h limits in many other ACT commercial and business centres. A point of difference is that this zone is equipped with more fixed traffic safety cameras than any other 40 km/h zone in the ACT.

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<sup>1</sup> [https://roads-waterways.transport.nsw.gov.au/saferroadsnsw/speeding\\_and\\_crashes.pdf](https://roads-waterways.transport.nsw.gov.au/saferroadsnsw/speeding_and_crashes.pdf) citing Sliogeris, J. 110 Kilometre Per Hour Speed Limit - Evaluation of Road Safety Effects. Report No: GR 92 - 8. VicRoads.

Bhatnagar Y, Saffron D, de Roos M and Graham A (2010), Changes to speed limits and crash outcome – Great Western Highway case study, 2010 Road Safety Research, Education and Policing Conference, Canberra, Australia.

## Road design

People tend to drive instinctively at or above the speed for which a road is designed, regardless of the posted speed. Canberrans are used to being able to drive at relatively high speeds in a city that is designed for cars. Considerable cultural change is required for people to become aware of and to accept that the city and town centres are places for people rather than for cars, and where cars are the 'guests' among the people.

Road redesign would help support this. It proved successful for Bunda Street when it was made a shared space.

In the absence of significant road redesign and traffic calming measures, enforcement is the only apparent means of educating drivers about the need to slow down in shared environments. In future years, there may be technical options for limiting vehicle speed. For example, from May next year the European Union and the United Kingdom will mandate Intelligent Speed Assistance in all new vehicles, a system by which the vehicle reads the speed signs and makes it very difficult for the driver to go any faster.

## Best practice speed limits

Even 40 km/h is considered high by world standards. Many Australian and overseas jurisdictions have introduced 30 km/h (or 20 mph) urban speed limits. For example, Paris applied a 30 km/h limit to most of the central city from 30 August. Parts of Sydney, such as Manly, have done likewise. The aim is to cut crashes, and reduce noise and pollution.

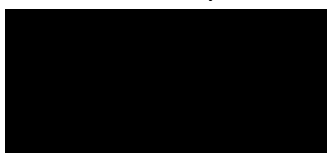
## Conclusion

We can understand that some drivers feel frustrated about being limited to 40 km/h on a multi-lane urban arterial, and aggrieved about being fined.

However, we assert that the safety and amenity of all road users in busy shared spaces are paramount, and that the 40 km/h zones should be enforced and extended. The era of inner Civic streets being provided exclusively for the smooth passage of fast-moving motor vehicles is over.

I hope the above information is of assistance. Please contact me via [communications@pedalpower.org.au](mailto:communications@pedalpower.org.au) should you have any questions or require any further detail.

Yours sincerely



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15 October 2021