



**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 2 - Mr Ian Diversi

Inquiry into the Road Transport (Safety and Traffic  
Management) Amendment Bill 2021 (No 2)

Received - 19/07/21

Authorised - 19/07/21

**From:** [REDACTED]  
**To:** [Lloyd, Brian](#)  
**Cc:** [REDACTED]  
**Subject:** Re: PTCS - Inquiry into the Road Transport (Safety and Traffic Management) Amendment Bill 2021 (No 2)  
**Date:** Monday, 19 July 2021 8:31:04 AM

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Hello Brian,

## BACKGROUND

Yes, I got an email from Jo Clay (MLA, ACT Greens Transport Spokesperson, Chair for the Standing Committee on Planning, Transport and City Services) on Friday. Jo emailed me about her work on the bill a few days before that. I have read all the material - most last month.

## NARROW FOCUS

The bill is narrowly focused on fines - filling the gap between fatality and injury. The act, as it stands, does not distinguish between a damaged road sign and a cyclist that is walking wounded after a collision. I read the Hansard regularly on transport-related topics and this was no exception (see [canberra.bike](#)). Jo Clay's presented the bill as about vulnerable road users, but changes affect the driver. "We are all vulnerable road users," she said. The bill is a narrow approach to a much bigger problem.

## STRONG CAR CULTURE

The bill does not address the problem with the strong car culture. The car culture cannot be addressed by any legal mechanism. It is a social problem. The way to deal with it is the same way you would deal with a public health campaign, such as the desire that people should not smoke. The abolition of smoking is a good case study of how complex social change can be. A whole of government approach is necessary.

## BUILD PEOPLE FRIENDLY ROADS

At a systems level, the roads would need to be built differently with designs that make vulnerable road users safe. These designs exist - Austroads has a document on it - but TCCS does not build that way as it is seen to disadvantage the motorist. TCCS instead disadvantages the vulnerable road user. One UK practitioner said, if we need to put up signs, we have a design problem. Put in this way, the behaviour we see in the ACT today is the product of poor road designs. The road design itself is at fault.

## LEADERSHIP REQUIREMENT

To build the sorts of roads to make vulnerable road users safe, we need to change the culture within TCCS. In short, leadership is required both at a political level and within the directorate level. The leadership under Transport Minister Chris Steel is conservative. He tends to defend the status quo - the strong car culture.

## PLACE AND MOVEMENT

Finally, making cities safe for people is about rebalancing urban design between movement and place. We take space away from cars where we need it for people. The ACT does not have a Movement and Place Framework guideline and it would need to be written collaboratively between ACT Transport and ACT Planning. This is TCCS own opinion and stated in the strategy documents from 2018 and 2020 - nothing new.

## DIAGNOSIS IS THE FIRST STEP TO CURE

I think you can see, that the bill is has misdiagnosed the problem and is treating symptoms rather than the systemic cause. This is the heart of my submission - step back and get a little perspective.

#### CONCLUSION

I believe the bill will not achieve much. Change is achieved in part through a carrot and stick approach. The bill is a bit of stick but does not address the bigger problems: The way we build our city with the overemphasis on movement and not place. The strong car culture is better considered a "health issue." Fixing the system (see the Netherlands) is better than attributing blame (legal approach).

#### DO NOT REINVENT THE WHEEL

Canberra is not the first city in Australia to have this problem, and Australia can look to Europe to see how it is done. Many cities do a far better job than the ACT in this regard. The issues are well understood. The academic research fills libraries. Austroads have written guidelines. The Netherlands has been building car friendly since the 1970s. RobertsDay has been making proposals to ACT Planning, who seem reluctant to take them on board.

The bill is treating COVID with cold tablets. It does not address the root cause.

Regards,  
Ian Diversi  
canberra.bike

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**From:** Lloyd, Brian <Brian.Lloyd@parliament.act.gov.au>

**Sent:** 19 July 2021 07:13

**To:** Ian Diversi

**Subject:** PTCS - Inquiry into the Road Transport (Safety and Traffic Management) Amendment Bill 2021 (No 2)

OFFICIAL: Sensitive

Dear Mr Diversi,

The Chair of the PTCS asked me to get in touch with you about your recent submission to the Committee about cycling.

If you were to amend your submission to show that it relates to the Committee's inquiry into Road Transport (Safety and Traffic Management) Amendment Bill 2021 (No 2), and to ensure that the submission engages with elements of the Bill, it could be considered in the course of the Committee's inquiry.

Many thanks –

- Brian

Dr Brian Lloyd

Secretary  
Standing Committee on Planning, Transport and City Services  
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