



LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY

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

Submission No 45 – Ashley Carruthers

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

Received - 18/10/21

Authorised – 04/11/21

From: Ashley Carruthers [REDACTED]
Sent: Monday, 18 October 2021 3:42 PM
To: LA Committee - PTCS <LACommitteePTCS@parliament.act.gov.au>
Subject: Submission on Civic/Braddon 40 km/h zones

CAUTION: This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Chair,

Thank you for the opportunity to make a submission to the Standing Committee on Planning, Transport and City Services inquiry into impact of revised speed limits In Civic – Petitions 31-21 and 38-21.

I strongly support the use of 40 km/h zones in Civic and Braddon, and would like to see these extended to many more parts of the city centre.

I'd suggest that one reason for driver dismay about these zones on Northbourne Avenue is that the speed limit change hasn't been accompanied by any visible changes to the planning/appearance of the road. Conversely, the re-design of Bunda St in Civic has been very successful in creating a low-speed, people-friendly space in our urban centre. A Bunda street-like treatment probably wouldn't be appropriate for Northbourne Ave, but there are many other ways to signal to drivers that they are entering a low speed "social zone" – tactile strips, expanded footpaths and cycle lanes, and so on.

Signage on its own is unlikely to create the desired effect. Urban planning measures are of course more expensive than signage, but consider that these measures will produce their own value in terms of improved amenity of the road and uses such as al fresco dining, performance, sustainable commuting etc etc.

Regards,

Ashley