



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 31 – Graeme King

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

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From: GWK [REDACTED]
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To: LA Committee - PTCS <LACCommitteePTCS@parliament.act.gov.au>
Subject: Submission to Inquiry into revised speed limits in Civic

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As an occasional driver coming from the South around City Hill into Civic on Commonwealth Avenue, I would like the Committee to consider the following which is based on my experience on that part of the road network.

Even with my infrequent use of that bit of road, because of the signage, I was fully aware of the upcoming speed limit change weeks before it was changed and found the signage after the change more than sufficient to inform me.

But to get to the new speed zone, I was frequently passed by drivers speeding at well over the 70kph limit on Commonwealth Avenue, ignoring the change from 70 to 60kph and blatantly disregarding the construction zone 40kph restrictions. This is all in the kilometre or two before the changed speed zone.

So, it was no surprise to me that many drivers ignored the new and well-signposted 40kph zone. It is apparent that many drivers thought that they would get away with speeding in the new zone, just as in the other preceding zones, or are such inattentive drivers that their suitability as drivers should be questioned.

The petition to the Legislative Assembly seems to be solely the result of speeding drivers acting in their own self-interest and not wanting to take responsibility for their own behaviour. They were provided with more than adequate warning of the forthcoming change and signage afterwards. Does the petition mean that ignoring speed limit changes and speed limits in general is something that those signing and supporting it consider acceptable?

The continued high level of offences demonstrates the need for more effective and frequent enforcement of speed limits across Canberra and bigger penalties, not the cancellation of existing fines.

Any kind of concession to those fined for their driving in the new zone will be a precedent that encourages further bad driving. It would indicate that the Assembly considers speeding fines should not be enforced and any future change of speed limit, including in the other new 40kph zones in shopping and pedestrian areas and emergency restrictions, can be ignored by drivers who will not be fined.

I recommend that the Committee reinforce the need for speed limits and their effective enforcement, including fining offenders who break limits, as critical road safety measures. I also recommend the Committee recognise that those fined in the new zones were breaking the law and conclude that no concessions should be made now or in the future.

Graeme King

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