



**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 47 – NRMA

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

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Standing Committee on Planning, Transport, and City Services  
ACT Legislative Assembly  
London Circuit  
CANBERRA ACT 2601

To the Committee

**Submission to the ACT Inquiry into Impact of Revised Speed Limits in Civic**

Please find attached a submission from the NRMA to the ACT Inquiry into Impact of Revised Speed Limits in Civic.

As the largest mutual in Australia with more than 2.7 million Members, the NRMA works with government, industry and community to advocate for continued improvements to Australia's road and transport networks to ensure safety, efficiency and equitability.

Through collaboration, the NRMA strives to ensure that mobility networks and associated infrastructure and services are considered holistically to improve planning, utilisation and productivity.

Should further information on the NRMA's submission be required, please do not hesitate to contact

Yours faithfully

  
**Robert Giltinan**  
Director of Policy & Public Affairs



## **Submission to the ACT Inquiry into Impact of Revised Speed Limits in Civic**

### ***Implementation of 40km/h speed zones (2021 expansion)***

The NRMA supports evidence-based road safety initiatives that are considered holistically. The road safety task comprises strategies, programs and initiatives that exist across all levels of government.

Initiatives aimed at reducing the road toll and serious injuries can have a significant, positive and long term impact when implemented appropriately alongside industry and community.

The 2021 expansion of 40km/h speed zones in the ACT was progressed without adequate industry and community consultation. The NRMA was not consulted on the expansion of 40km/h zones.

A further significant factor which has led to undermined confidence around the expansion of 40km/h zones was the ACT Government's decision to not provide warning letters to motorists during the amnesty period (21 June to 4 July). Warning letters increase community awareness and support community confidence. They also play an important educational role and support adherence.

Expanding 40km/h zones in this fashion has unsurprisingly seen a significant increase in the number of infringements issued to motorists, and likely led to a loss of community confidence in the broader use of speed detection cameras in the road safety task.

Speed limits on roads should be set within a defined framework, which includes traffic volumes, peripheral road uses, crash history, road conditions, engineering and recognised guidelines.

### ***Northbourne Avenue, Barry Drive, Cooyong Street, London Circuit***

Northbourne Avenue, Barry Drive, Cooyong Street and London Circuit are not presently or satisfactorily designed to support a speed limit of 40km/h, primarily due to a lack of traffic calming devices. In the current environment, there is no demonstrated precedent for introducing 40km/h speed limits on thoroughfare roads with no traffic calming device installations or streetscape works.

Road design engineering articulates that in low speed environments, the general feel of a road should match the posted speed limit – that is to say best practice road design relies on speed limits being 'self-enforcing'.

Austrroads' *Guide to Traffic Management: Activity Centre Transport Management* outlines that conflict between vehicles, cyclists and pedestrians in CBD areas is a key issue and describes how appropriate management is required so that road users are not placed in unconventional situations that result in confusion or risk.

It is generally difficult to have a street function as both a major thoroughfare (high movement) while prioritising active transport safety (high place).

The Guide outlines that, to support low speed environments, elements for consideration include traffic calming measures and streetscape measures, which can act as speed management tools.<sup>1</sup>

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<sup>1</sup> <https://austrroads.com.au/publications/traffic-management/agtm07>



*Austrroads' Guide to Traffic Management: Local Street Management* presents a section on [traffic calming] device spacing and speed-based design. Resulting from literature and various studies, the Guide generally suggests that in order to achieve speeds of approximately 40km/h, traffic calming devices should be placed recurrently every 100 metres.<sup>2</sup>

The NRMA is concerned that, given the width and geometry of these roads in particular, the feel now well exceeds the posted speed limits.

Speed cameras that operate on these roads have led to a significant increase in the number of infringements issued to motorists. The ACT Budget shows that revenue from traffic violations will increase to \$58.9 million from a preliminary result of \$26.8 million in 2020–21, largely due to the expansion of lower speed limits.

While speed cameras act as an important tool to combat speeding and form part of an overall approach or strategy to making roadways safer, they must be supported by warning and education signage and other road safety measures, including visible policing. The NRMA policy on warning and education signs is consistent across all forms of detection cameras and is readily available.

### ***Community Road Safety Fund***

The NRMA has long supported the establishment of a Community Road Safety Fund in the ACT, which would see detection camera revenue hypothecated to support road safety and associated initiatives/programs.

A 2020 NRMA survey of 838 Members in the ACT found overwhelming support (82%) for all detection camera revenue being hypothecated to support road safety and associated initiatives/programs.

The survey found the same level of support for the establishment of an independent advisory body to support the revenue allocation to initiatives/programs aimed at effectively reducing the road toll.

In 2020–21, the ACT Government collected approximately \$26.8 million in revenue from traffic fines. The NRMA survey showed that Members believe this revenue should be earmarked for:

- Upgrading roads to be safer (48%).
- Mobile phone detection cameras (45%).
- Road safety education programs in schools (40%).
- Road safety education programs targeting the general public (31%).

The Community Road Safety Fund in NSW directs all detection camera revenue into road safety and associated initiatives/programs. Detection camera revenue includes infringements associated with cameras detecting speeding, failing to adhere to red traffic lights, and illegal mobile phone use.

The Community Road Safety Fund in NSW is supported by the NRMA and has helped to negate the false argument that road safety detection cameras are a tool designed to raise general revenue.

In NSW, detection camera revenue has been used broadly, including to support education campaigns, bolster highway patrols, and upgrade roads.

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<sup>2</sup> <https://austrroads.com.au/publications/traffic-management/agtm08>