



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 48 – Jim Culvenor

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: Jim Culvenor [REDACTED]
Sent: Monday, 18 October 2021 4:44 PM
To: LA Committee - PTCS <LACCommitteePTCS@parliament.act.gov.au>
Subject: Inquiry into impact of revised speed limits In Civic – Petitions 31-21 and 38-21

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.

Hello Standing Committee on Planning, Transport and City Services,

For the Inquiry into impact of revised speed limits In Civic – Petitions 31-21 and 38-21, I would like to address term of reference c) reasons for the continued and abnormally large number of breaches.

Speed limits should obey two concepts: they must be appropriate and credible. Speed limit appropriateness is set by the road use. Usage hierarchies have existed as long as speed limits have existed, hence speed limits are much higher on highways than on local streets. Although more recent academic works have focussed on more 'people centric' approaches, this is merely a variation on what came before.

Credibility is the idea that speed limits should seem appropriate *to road users*. Speed limits of 20 km/h on a major freeway or 120 km/h in local suburbs will strike most road users as not being credible – the former is obviously too slow and the latter is obviously dangerous if it is even possible. The concept of credibility has been sidelined in recent times with 'Vision Zero', which believes trade-offs should not be considered. Testimony by the Swedish Transport Administration to a 2020 Victorian Parliamentary Inquiry stated that 55% of vehicles were exceeding speed limits there^[1], a sign Vision Zero speed limits are not credible to road users. Regardless of the ideological paradigm, the concept of credibility remains useful to explain observed phenomena.

The 40 km/h speed limits on Northbourne Avenue and Barry Drive are not credible or appropriate. The two roads are main arterials into and across the city centre, especially for commuters heading south from the North side or east from the Belconnen region in the morning and the reverse in the afternoon. The traffic volumes are high, the criteria are met for roads where vehicle movements should be prioritized and hence a higher speed limit is appropriate. The continued voluminous violations of the 40 km/h speed limit indicate the speed limit is not credible.

The solution is to either restore the speed limit to 60 km/h, or if a compromise is wanted, raise it to 50 km/h. Neither is a pedestrian priority road and a 40 km/h speed limit is inappropriate.

Jim Culvenor

[REDACTED]

[REDACTED]

^[1]Page 5

https://www.parliament.vic.gov.au/images/stories/committees/SCEI/Inquiry_into_the_Increase_in_Victorias_Road_Toll_/Transcripts_23_September/1.FINAL-Vision_Zero_Academy.pdf