



LEGISLATIVE ASSEMBLY

FOR THE AUSTRALIAN CAPITAL TERRITORY

SELECT COMMITTEE ON ESTIMATES 2022-23

Mr James Milligan MLA (Chair), Mr Andrew Braddock MLA (Deputy Chair), Dr Marisa Paterson MLA

ANSWER TO QUESTION ON NOTICE

Mark Parton MLA: To ask the Minister for Transport and City Services

In relation to: Suburban Speed Humps and Traffic Calming Measures

1. Page 38 of budget statement H has around \$23 million allocated to making our roads safer. Is this funding used for traffic calming measures such as suburban speed humps, and if not where is such funding appropriated?
2. How does TCCS prioritise which streets and suburbs receive additional traffic calming measures?
3. What percentage of current speed humps in the ACT meet Australia standards?

Chris Steel MLA: The answer to the Member's question is as follows: –

1. No. Traffic calming measures are considered through both base recurrent and capital funding budgets. For example, line marking, speed humps and speed changes are primarily provided by Roads ACT within recurrent funding. Traffic calming such as raised pedestrian crossing treatments can be provided through a variety of one-off programs.
2. Transport Canberra and City Services (TCCS) considers a range of factors such as traffic volume and speed data, crash history and surrounding land use to identify the need for, and priority of, traffic calming measures on residential streets. High priority streets are then further investigated, and traffic calming measures such as speed humps are generally recommended on road sections where inappropriate speeds are identified as a major safety concern.
3. All traffic calming devices installed in the ACT are designed in accordance with the Australian Standards and relevant Austroads guides as at the time of installation.

Approved for circulation to the Select Committee on Estimates 2022-2023

Signature:

Date:

7/9/22

By the Minister for Transport and City Services, Chris Steel MLA