



LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY

STANDING COMMITTEE ON JUSTICE AND COMMUNITY SAFETY

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Submission Cover Sheet

Inquiry into Dangerous Driving

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LA Committee - JCS

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Submission to dangerous driving inquiry

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Good morning,

Please see below my submission to the inquiry. I would appreciate my name being withheld when releasing on your website, as the views I express below might be somewhat controversial.

I would like to bring some honesty about dangerous driving and driver attitudes to the discussion.

A response to every economic crisis should not be to install traffic lights and speed humps at random, especially right now when there are so many naturally occurring speed divots in the roads due to poor road construction/design and maintainence which simply isn't keeping up with the potholes.

Roads full of speed humps eg Emu Bank (which is also full of vast, new unsynchronised traffic lights), Flinders Way, Loftus Street, MacPherson Street and Spofforth St actually irritate/anger people, leading to angry, distracted worse driving. Calling this crap traffic calming is a lie. I would urge the inquiry to obtain even a shred of evidence that these measures make drivers more calm, or even reduce their speed over a person's trip let alone any calmness.

In the absence of any reduction in speed humps, perhaps a scheme where road users can bill government for unwarranted suspension damage over time, or bill for time spent sitting at unsynchronised traffic lights would be appropriate.

Traffic light synchronisation is absolutely awful in the territory, God knows why. You might find that better synchronised lights results in, low and behold, fewer instances of people running red ones!

Phantom road work speed limits mean that people will have the habit of ignoring it when there are actually roadworks occuring. One solution to this is to have someone hold up any roadwork speed limit sign. This will not occur when roadworks are not actually in progress.

Seemingly arbitrary reductions in speed limits are regular, there should be a specific, informed independent (not just govt deciding) deliberative evidence based process for any reduction in speed limits below certain standards at a given location, 40 in school zones, 60 for all other built up areas, 80 otherwise.

Further, a drag strip which is affordable to use might result in, low and behold, less of this behaviour on ordinary roads where environment is less controlled.

Keep taking a draconian, overlord approach and talking down to people about driving behaviours in the same way as government has traditionally done for the "war on drugs" and you might also keep getting the same results as have happened for the "war on drugs".

With this honesty, do what you will. And thanks for acknowledging my submission.