



# LEGISLATIVE ASSEMBLY

FOR THE AUSTRALIAN CAPITAL TERRITORY

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STANDING COMMITTEE ON PLANNING, TRANSPORT AND CITY SERVICES

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Submission No 27 – 30please

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

Received - 15/10/21

Authorised – 04/11/21



To: Standing Committee on Planning, Transport, and City Services, ACT Legislative Assembly,  
GPO Box 1020, Canberra ACT 2601

Subject: 40km/h in Civic Inquiry

Submission by 30please

15th October 2021


By email: [LCommitteePTCS@parliament.act.gov.au](mailto:LCommitteePTCS@parliament.act.gov.au)

30please.org is a community group advocating for 30km/h limits to be the default in urban areas in Australia.

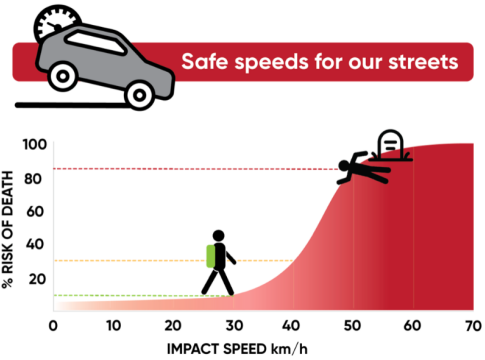
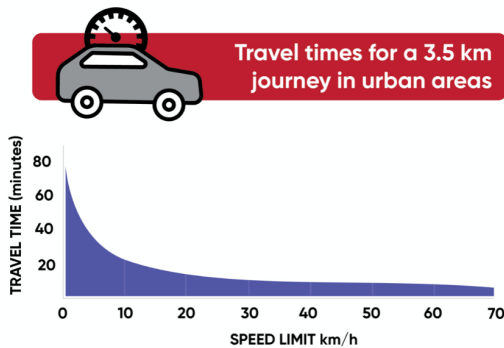
Slower streets are safer for everyone, whether they are in motor vehicles or not - and don't make a material difference to driving times.

- People make mistakes and these mistakes should not be deadly.
  - People's chances of being killed when hit by a motor vehicle increases dramatically above 30km/h - and at lower speeds if the people are small or frail
  - A 60km/h speed in an urban center is contrary to global best practice and not compatible with Vision Zero, the global and ACT campaign for zero traffic deaths.
  - Australia has some of the highest speed limits compared with other OECD countries and one of the lowest share of people walking and cycling.
- There comes little benefit from letting cars drive more than 30km/h in urban environments.
- Walking, cycling and public transport are essential part of sustainable mobility and key to reducing air pollution and damage to our climate.
  - Streets that are safer - and perceived to be safer - for everyone are more attractive for people to walk, cycle and use public transport.

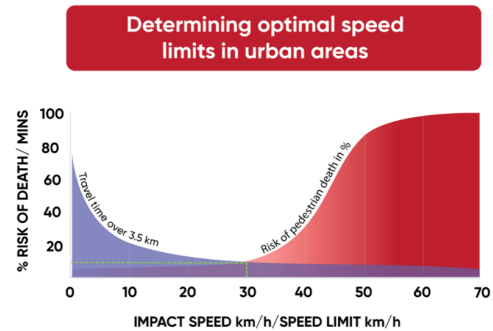
## Travel time urban area

	Average Speed	Travel time for 1km	Travel time for 3.5km
	5km/h	12 min	42 min
	15km/h	4 min	14 min
	21km/h	2.9 min	10 min
	26.4km/h	2.3 min	8 min

\*Source: ADAC Tempo 30 Pro Contra (2015)



Source: Cities Solved by Design (2015), [www.solvedesign.com/publication/cities-solved-by-design](http://www.solvedesign.com/publication/cities-solved-by-design)



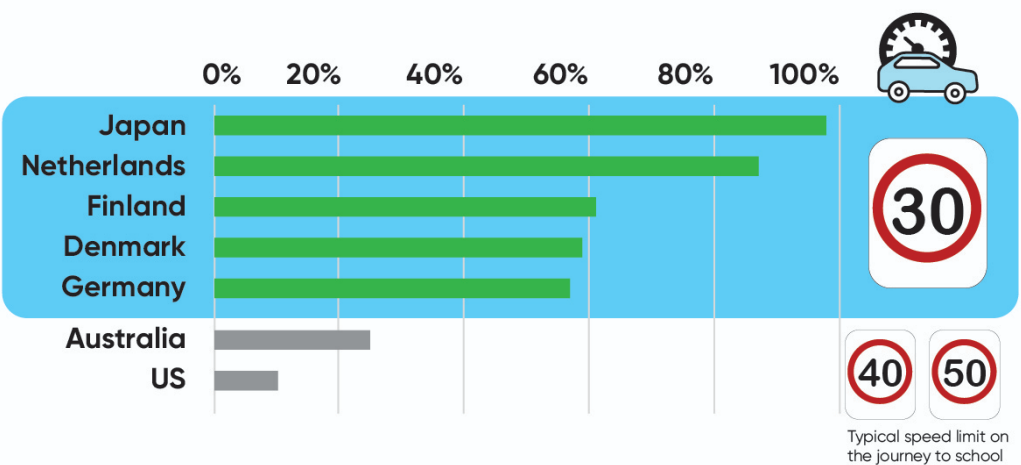
Setting safe speed limits is the responsibility of road authorities. We welcome the lowering of the speed limit in Civic.

The protests against the change of speed limit and the fines for those who were caught exceeding it is a symptom of a clear indication that we have the balance between car movement and people who walk and cycle wrong.

- By setting too high speed limits all over Canberra, incompatible with the Safe System approach, we have created a status quo where many motorists feel their perceived freedom to drive fast is more important than people's safety.
- According to Austroad, reducing speed limits is one of the most effective measures to make it safer for people to walk.
- In Australia, the majority of kids are driven to school even though most children live within a 2km radius of schools.



## Children walking or cycling to school



Sources  
 Garrard, J (2016) Walking, riding or driving to school what influences parents' decision making?  
<https://de.statista.com/statistik/daten/studie/1039428/umfrage/umfrage-zu-genutzten-verkehrsmitteln-auf-dem-schulweg-von-kindern-in-deutschland/>  
 Kontou, E (2019) U.S. active school travel in 2017: Prevalence and correlates

The best way to rectify this situation would be to set speed limits that are consistently safer (based on evidence) all over Canberra, supported by an education and behavior change campaign and enforcement.

In the meantime, to get higher compliance, we recommend the finding of the attached research report<sup>1</sup>:

To achieve lower speeds on arterial roads (in this case the speed limits was reduced on arterial roads in Berlin from 50km/h to 30km/h):

- “Measurement results showed that the degree of compliance increased the longer the regulation was in effect. Follow-up measurements should therefore be made at the earliest six months after the new regulation and for longer periods of time.”
- “Digital displays, speed enforcement checks, the showing of the reasons for the speed limit, and the repetition of the signage”

<sup>1</sup> <https://30please.org/wp-content/uploads/2021/02/140325-LK-Argus-TUNE-ULR-AP2-Summary-1.pdf>



Photo: istock

The aggressive driver behavior is a consequence of road authorities consistently setting too high speed limits and promoting a culture where vulnerable road users are supposed to watch out for themselves.

Our neighbourhoods could be low traffic, low speed environments where drivers watch out. There is a good example of this approach working in Australia: in holiday parks.

Here we have created an environment where car drivers watch out and understand the benefit of sharing the street.

In neighbourhoods we don't have to go as low as 10km/h speed limits, 30km/h speed limits have shown to work very well all over the world and will have only minimal impact on travel times.