



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 20 – Mark Prasopa-Plaizier

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

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From: Mark Prasopa-Plaizier [REDACTED]
Sent: Monday, 11 October 2021 4:14 PM
To: LA Committee - PTCS <LACommitteePTCS@parliament.act.gov.au>
Subject: Submission to Inquiry into impact of revised speed limits In Civic – Petitions 31-21 and 38-21

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Mark Prasopa-Plaizier
[REDACTED]
[REDACTED]

Dear Sir/Madam,

I am writing to oppose the introduction of new 40 kilometer speed limits Civic. In particular, between ANU, Barry Drive and Northbourne Avenue.

1. Good driving requires learning by undertaking tasks again and again. The introduction has caught many drivers unaware, having driven the same path for many years at 60 kilometers an hour. There is a disjoint between speed limits in surrounding suburbs (which have 60 kilometre limits) and the introduction of such slow limits in a major thoroughfare. It is understandable for precincts close to University and shops, but not on Northbourne Avenue and Barry Drive, both of which are major arteries in peak hour and at other times.

2. The slow speed does not allow you to cover a distance before the next light changes on Barry Drive and Northbourne Avenue. The result is to slow traffic even further down in some of the busiest intersections when traffic needs to flow in peak hour. It also has not been tested with the return of students and academics to ANU after lockdown.

3. The level of fines are exorbitant. I recently received a \$300 fine and one demerit point for driving by mistake for driving 53 kilometers an hour in a 40 zone on Barry Drive. This was a route I always drove to my home in Turner and had driven the 60 kilometers speed limit for over five years since I moved to Canberra. It is now very difficult to un-remember the driving speed having driven that route so often.

4. In summary, it is questionable that the 40 kilometers measure creates any greater safety and can really only be seen as a revenue raising mechanism, impacting most on the residents of neighbouring suburbs of O'Connor and Turner.

Looking forward to your consideration of my input.

Best regards

Mark Prasopa-Plaizier