



**Brisbane Central Business District Bicycle Users Group –
CBD BUG**

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Mr V Nash
Principal Engineer Road Network
Brisbane City Council
GPO Box 1434
BRISBANE QLD 4001

Dear Mr Nash

I refer to your letter dated 28 November 2008 seeking the CBD BUG's feedback on the proposal to reduce the Brisbane CBD speed limit to 40km/h.

CBD BUG members very strongly support reducing the Brisbane CBD speed limit to 40km/h. Accordingly, a letter was sent on 31 October 2008 to the Lord Mayor detailing the CBD BUG's position on this initiative. A copy of this letter is attached.

However, I would point out that the CBD BUG's view is that Ann Street and Turbot Street should not be excluded from the new reduced speed limit. The reasons underpinning this position are provided below, which in the CBD BUG's view are compelling.

1. Best practice globally is for local streets to have a 30km/h speed limit, as this is the speed at which statistics indicate crash numbers and crash injuries decrease significantly.
2. Maintaining a 60km/h speed limit on these streets will ensure they continue to attract through traffic. It has been suggested that leaving these streets with the higher speed limit will draw traffic to them away from the other CBD streets with a lower speed limit. However, the CBD BUG's view is that another, opposite outcome is equally likely, on the occasion of Ann Street or Turbot Street becoming congested. In these instances drivers of "through traffic" who are driving through the city because they have been encouraged to view these streets as being for through traffic, are likely to then seek to use other CBD streets to continue their journey i.e. creating negative spill-over effects for the CBD streets with the 40km/h speed limit.
3. The time losses involved for motorists traveling at the reduced speed limit are minor, and the traffic light schedules can be adjusted to counter the reduced speed limit.
4. Both Ann Street and Turbot Street are in close proximity to the following major generators/attractors of vulnerable road user traffic:
 - Central Station
 - King George Square
 - King George Square Cycle Centre
 - Roma Street Parklands
 - Anzac Square, and
 - Cathedral Place.

5. Research has shown that in urban settings most drivers tend to trade safety against travel time for themselves and other road-users. Furthermore, there is a wealth of research showing the majority of Australian motorists are willing to exceed the speed limit "at least occasionally", while it has been commonly found that this speeding even occurs in 40km/h school zones. In light of this evidence it can be expected the 60km/h speed limit will continue to be exceeded by many motorists, indicating that imposing a 40 km/h speed limit on both Ann Street and Turbot Street will at least reduce speeds on these streets to a the range of 40 to 50 km/h, rather than the current 60 to 70 km/h.

CBD BUG representatives would welcome a meeting to discuss the CBD BUG's position on this issue.

Thank you for the opportunity to provide input into this process.

Yours faithfully



Paul French
Co-convenor
Central Business District Bicycle Users Group
9 December 2008