

**Submission
No 4**

INQUIRY INTO HEAVY VEHICLE SAFETY AND USE OF TECHNOLOGY TO IMPROVE ROAD SAFETY

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As a member of the public, it has occurred to me that one of the contributors to the increase in road accidents is the problem of traffic queuing for road works, and the statutory distance that is prescribed for the signage of the works. If you look at the incidents over the summer holiday break, and the tragic, deadly accidents that occurred, the queuing traffic has been the "meat in the sandwich". It may not be the heavy vehicle that caused the accident that is the problem, it may be the distances leading to the particular slow down situation, and the physical length of display of warning signage.

Given the increase of traffic especially during holiday time, the length of warning signage that is defined by RMS requirements may be a factor that needs review. It should be extended to a greater distance, so people have more warning. However even so, our son, who is a professional B-double driver, just last week, called on his phone, whilst stopped, in a queue at a work site on the Hume, and was stunned to be passed by a car, the driver suddenly focusing on the fact that this was a "go slow" zone, and screaming to a halt so he didn't hit the workmen on site. The man was on automatic, it would appear, and if there was a slow vehicle, he was going to pass it.

Your committee will recall a similar situation at a site on the Hume near Holbrook a few years ago, where one of the workmen was killed by a vehicle that didn't observe the signs to slow down. The Coroner's inquiry looked at the distance along the highway where signage had been placed, and there was some serious discussion about the potential for the accident to develop due to the physical length of space from the first signage to the work area.

I believe this is a matter that needs consideration.