

**Submission
No 13**

REVIEW OF ROAD SAFETY ISSUES FOR FUTURE INQUIRY

Name: Mr Andrew Harris

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Submission to Staysafe (Joint Standing Committee on Road Safety)

Recommendation summary	<p>Travel on 3 lane Highways needs to have rules that maximise traffic flow and minimise collisions. To do this the following policy / rules are required:</p> <ol style="list-style-type: none"> 1. Trucks to travel in the left lane unless overtaking. Trucks are never to drive in the right lane. 2. Trucks to have geofenced speed limiters set to 98km/h (Trucks in the UK have speed limiters). Limiters disabled Beyond city limits on interstate highways. 3. Cars must keep left (drive in the left lane – not middle lane) unless overtaking, and not pass on the left except at walking pace speed differential.
Why the issue is important?	<p>Accidents occur when lane changes are made (1) in situations where traffic is queuing in the right or middle lanes. Cars weaving in and out of lanes occurs more often when other cars and trucks do not keep left. Drivers that do not keep left often believe they are traveling at the speed limit and see it as their right to stay in the middle or right lane based on “traveling at the speed limit” (2). Speedo inaccuracy means this is most likely not the case and cars are slower than the speed limit, causing frustration in drivers cueing behind that may have accurate speedo readings.</p> <p>Trucks slow down more than cars when traveling up hills or descending slopes / hills. However, when they hit the open flat road they are free to travel below, at or above the speed limit. Trucks restricted to left and middle lanes only at a maximum limited speed, slightly below 100km/h, improves traffic flow and reduces lane changes and therefore accidents.</p>
Why should Staysafe investigate this?	<p>Implementing this measure will be low cost and potentially increase revenue from fines for not keeping left / overtaking on the left. Journey times and congestion will reduce for both trucks and cars (3). No new roads, road signs are required to implement this policy.</p> <p>It will also facilitate a reduced fatalities rate from heavy truck crashes.</p>
How gov policy and practice improved	<p>Implement best practice in three lane (or multiple) lane motorways / Highways. Get the best out of existing assets, reduce accidents and road deaths without significant cost.</p>
Supports NSW road safety strategy	<p>This is a specific strategy to target a key road user group being those who travel on three lane Highways. Truck speed limiters with geo-fence to ensure efficient interstate transport will implement road safety technologies to reduce road trauma. Keeping left will foster greater respect and improved interactions among road users.</p>
Community Benefits	<p>Reduced commute time allows more time with family members and better health and fitness by being more active. Reduced congestions will reduce pollution around suburbs.</p>
References	<ol style="list-style-type: none"> 1) https://seriousaccidents.com/legal-advice/top-causes-of-car-accidents/ 2) https://www.drive.com.au/motor-news/how-accurate-is-your-speedo-20140716-ztmh4 3) http://www.abc.net.au/news/2018-03-01/m1-speed-limit-drop-to-improve-commonwealth-games-commute-time/9497532