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Additional Submission to House of Representatives, National Inquiry into Road Safety, as requested by Mr Paul Neville (Chair). This following passage formed part of my original submission and I will expand on it further.

5. Advisory speed signs are not relevant for today's cars and are often ignored and when you then come on one which is accurate, you can get a fright. I also suggest fitment of a smaller diamond, marked O/C, underneath more relevant advisory speed signs, to warn truckdrivers particularly, of off camber corners. This is not of as much concern for car drivers, but for top heavy vehicles or stockcrates and hanging meat vehicles which are very much affected by such corners, this information would be helpful.

Advisory Speed Signs on bends are out of date with current car handling characteristics. They were relevant in the 60s with EJ Holdens and others, but now are often ignored and therefore do not provide the advice they are intended to offer. I believe there is a need to update them and make them able to contribute to safer driving practices. I suggest this be done by showing two speeds, one for dry / best conditions as is now the case and one for wet road conditions.

The rectangular box showing the speed could be made taller with the dry speed as is currently shown, (but most likely raised to closer suit current vehicles capabilities) and underneath, eg **70 WET**, most likely 10 to 15 kph slower, depending on road surface and camber, alignment etc. This will help to educate motorists to travel at lower, safer speeds, in less than perfect conditions and confirm the default speed as being for good conditions.

In only changing the size of the speed box, as signs are due for replacement due to age or damage, the cost will be minimal and spread over time. With a larger box and two speeds, motorists will be aware of a change and less likely to ignore the lift in the advisory speed. It may well be, rather than have signs not doing as much good as they could, that changing the signs is justified to be done earlier rather than later, on the basis of improved safety,

An education campaign for motorists would also be worthwhile in further educating motorists about changes to the advisory speeds and signs. The comment in the original submission regarding the additional diamond for off camber corners still applies.

With your permission I have two further items to raise.

Roadworks, Prepare to Stop signs.

I have raised this with the RTA previously with no response. This is the marking of "Prepare to Stop" signs with a distance. I have come upon roadworks with these signs in place and travelled for two kilometres at 40 kph with cars overtaking me and finally thought "they must have gone home", only to round a corner and find traffic stopped in front of me. On the other hand I have come on roadworks where there is an 80 kph sign and come around a corner at 80 kph in a fully loaded b-double, to find traffic stopped and queued up back past the 40, 60 and prepare to stop signs. There has obviously not been any thought to placement and the amount of traffic on a major highway.

The "Prepare to Stop" sign should be marked 1 kilometre and then 500 metres with "Possible Queued Traffic". This will tell drivers where the traffic lights or lollipop men are, rather than leave them guessing. It is more of a problem on winding roads rather than on a 2 kilometre straight, but there needs to be more and better consistency in roadworks signage and speeds, if it is to be complied with. There have been a number of fatalities at roadworks sites and improved signage that is driver friendly, can reduce these and improve respect of suitable roadwork speedlimits.

Speedreaders.

On each end the Hume Highway in Victoria, south of Wodonga and at Beveridge there are fixed overhead speed readers which show motorist's speed. This helps with it would seem so many, whose speedos are incorrect and who either travel too slowly or are caught speeding. There was a similar speed reader on the F6 towards Wollongong, but it now only shows "Too Fast" and this does not tell a motorist anything if their speedo is inaccurate. I believe the RTA saw a problem with some drivers seeing how high a speed they could achieve, but this has not been a problem with those in Victoria, as they are signed as only showing to 117 kph on a 110 speedlimit road.

Trucks are often accused of speeding, but with current technology this can be found incorrect, with the reporting cars speedo most likely at fault. Car drivers with incorrect speedos often then talk of speeding trucks which is not always correct and gives a bad and negative image to all truckdrivers.

As an extension of this, could Police vehicles with radars, be activated to show speeds of approaching vehicles whilst travelling on country roads. This will again show motorists if their speedo is out and to then have it recalibrated.

My response to this inquiry has been driven by issues that I see as having been overlooked or not fully addressed and I believe the opportunity to put ideas forward from someone like myself whose workplace is the road, can only see more improvements made. Thank you for inviting me and I look forward to your responses and to seeing some of these suggestions saving lives and I am happy to help or contribute further in any way I can.
Safe Travelling, Rod Hannifey, Road Transport and Road Safety Advocate.