Damir Vagaja
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Dear Damir

As requested in your email of 26 May 2009, please find following the Australian Trucking Association's submission to your project on road infrastructure issues affecting urban truck crashes and possible treatments. This list represents broad groupings of issues and generalised comments on possible treatments. We are happy to work with you as necessary should you need specific examples.

Australian Trucking Association list of urban road infrastructure issues adversely affecting truck crash causes or outcomes and suggested treatments

Issues	Treatments
Roadside hazards and barriers	Trim/remove overhanging trees and like objects. Control curb side developments and signage that restricts visibility of truck drivers due to their higher seating position. Include hazard assessment that considers truck driver's eye position within the road environment and the turning needs of trucks. Allow mountable medians and limit median strip gardens to manage safety.
Unsealed shoulders, lack of audible edge lines, poor night-time and wet road delineation	Seal shoulders or at least provide compacted nil step down or step up shoulders as these are highly desirable safety enhancements for trucks. Not only do wide shoulder assist in preventing rollovers, they also allow for emergency divergence onto these areas to avoid crashes. Audible edge lines are a very useful and a low cost safety tool and their use must become more wide spread. Poor night-time and wet road delineation is

	more significant for truck drivers due to the elevated driving position increasing the angle of incident and reflection. This means that the modern reflective materials with a wider reflective angle should become the standard for all future treatments and for maintenance treatments.
Intersections vs. roundabouts	Roundabout designs should be truck friendly and if small in diameter include mountable curbs and no centre gardens. Signage must be mindful of both truck and car driver vision limitations. Speed zoning at roundabouts should be set to account for the lift off acceleration and turning capacity of trucks. Multilane roundabouts need internal marking and traffic guiding “Alberta” lines.
Utility poles	Remove or at least replace with friable poles.
Roadside rest areas	Safe and secure urban rest areas are sadly lacking and road rule 200 makes complying with driving hours rules very challenging in urban areas. Consideration of allowing long stay parking of trucks in industrial areas is to be encouraged.
Lane restrictions	Truck access restrictions should be controlled by transparent criteria and allow for property access and necessary truck turning needs. Similarly, truck priority lanes should be established on key freight routes to assist in task and traffic management – again using transparent criteria.
Truck facilities	Toilet, food and fuel services for truck drivers should be part of urban planning considerations.
Ramp treatments	Adequate acceleration and de-acceleration allowance need to be made for trucks on ramps. Also, care with curve design especially tightening curves, and off camber ramps.
Truck diversions or bans	Truck diversions should be limited and controlled by transparent criteria and allow for property access and necessary truck turning needs. Similarly bans must be actions of last resort and based on specific problem resolution, not knee jerk reactions or fears.
Reduction of shoulder parking	Maintaining adequate lane width on urban roads may mean that shoulder parking

	needs to be better managed.
Urban truck inspection stations	Sensible enforcement will always be supported by the industry and urban inspection sites are part of this action. They may also provide urban rest area opportunities.
Singe vs. dual carriageway roads and freeways	Planning should encourage higher capacity freight routes to be multiple lane or wider single lane with regular passing opportunities.
Crash attenuators (crash cushions)	Where appropriate these can be of benefit, but barriers can also prevent off road stopping opportunities for dealing with matters like rest, flat tyres and the like.
Road maintenance	Important activity generally not up to standard. Pavement and bridge abutment roughness can contribute to unexpected vehicle movements, which can be dangerous in traffic situations (especially at high speed).
Traffic controls (signage)	Must be focused on key messages and fit for purpose. Appropriate reflectivity and surface treatment that provide a wider view angle are to be encouraged. Clutter is to be avoided.
Intersection design	
• kerb return radii for left turns	Turning template must be met by road designers and where lane intrusion is only turning solution, and trucks are common, 'trucks turning ahead' warning signs should be used.
• available storage length for right turn lanes (deceleration, storage and a transition taper)	Dual carriageways and freight routes should be allowing for 30.6 metres (minimum) and 35 metre long vehicles (preferred) so future needs can be met. Where road trains are used these allowances should increase to 42 metres for 'type one road train' areas and 53.5 metres for 'type two road train' areas.
• median width	Again planning for future needs suggest that wider medians are necessary on freight routes (eg industrial areas) and where pick and delivery traffic will be high (eg shopping centres).
• restricted visibility due to vehicles in the opposing right turn lanes sight	Dual carriageways, high traffic roads and freight routes should allow centre median storage and speed zoning that aids in risk

distances	reduction or provide turning signals.
• level crossings	Controlled crossing should be used where grade separation cannot be achieved in urban areas. On road traffic storage zones on dual carriageways, high traffic roads and freight routes this should be allowing for 30.6 and 35 metre long vehicles so future needs can be met. Where road trains are used these allowances should increase to 42 metres for 'type one road train' areas and 53.5 metres for 'type two road train' areas.
Urban congestion	Congestion management solutions need to be freight movement friendly – truck priority lanes and signal activation should feature amongst the solutions.
Traffic management during peak hours	Truck priority lanes and signal activation should feature amongst the solutions.

For further information please contact David Coonan, National Manager Policy on 02 6253 6933 or 0407 913357

Yours sincerely

David Coonan

5 June 2009