
From: roadsafetystrategy@infrastructure.gov.au on behalf of Office of Road Safety <roadsafetystrategy@infrastructure.gov.au>
Sent: Wednesday, 24 February 2021 2:31 PM
To: RoadSafetyStrategy
Subject: National Road Safety Strategy 2021-30 - have your say submission - Ken Wilson [SEC=OFFICIAL]
Attachments: i-would-like-to-provide-feedback-and-make-comment-for-the-national-road-safety-strategy-2021.pdf
Follow Up Flag: Follow up
Flag Status: Completed

Submitted on Wed, 2021-02-24 14:30

Submitted values are:

Name

Ken Wilson

Organisation

Truck Friendly caravan road safety program

State

Qld

Which area/s of the draft Strategy are you commenting on (select all that apply):

The themes – safe roads, safe road use, safe vehicles and speed management , Regional roads , Remote areas, Vehicle safety , Risky road use

What is your primary area of interest in road safety?

Road safety education - Truck Friendly caravan road safety program.
Caravan safe towing practices and interactions with heavy transport.

What road safety issues are the most important to address?

Do not insert town/suburb, state or postcode in this box unless you live outside Australia
Caravan road safety education for new and experienced caravanners.
Safe towing practices including long distance travel
Caravan weights and correct towing set ups
Interactions with heavy transport

Is there anything important that you think is missing from this draft Strategy?

See attached.

Do you give permission for your submission to be published on this website following the end of the consultation period?

Yes

I would like to provide feedback and make comment for the National Road Safety Strategy 2021 – 30.

Truck Friendly is a major national educator on caravan related road safety, safe towing practices and helping to reduce the us and them mentality that currently exists on Australian roads.

With the fast-growing caravan and RV market, not enough funding is provided to caravan road safety education and safe towing practices despite caravan registrations being approx. 10 times that of campervans and motorhomes.

With \$1.1m recently granted to the CMCA over 4 years for road safety education only a very small part of that is going to caravan owner education dispute caravans being more dangerous on the roads, harder to load and set up correctly and a major % of RV accidents.

Currently there is very limited free training available for people new or experienced in caravanning on safe towing practices. This is despite the average caravan being classed as a 'Pig', trailer and one of the most unstable designs of trailer and rarely used by heavy transport. Putting the most inexperienced drivers in charge of the most unstable trailer without any training or education is a recipe for disaster and proving so.

It is estimated by many in the industry that 70% of caravans on the roads are overweight and therefore unsafe and illegal to be on the roads. Unroadworthy and overweigh, both void insurance policies.

Truck Friendly is seeking funding through the NHVR – HVIS round 6 for funding to conduct road safety workshops direct to the caravanners in caravan parks, caravan club rallies and expos. However, we need funding to do this vital work.

Another major concern is the **regular country town bypasses that are included in most highway upgrades**. New roads can be extremely boring to drive on and a major cause of fatigue.

Drivers will be reluctant to pull over at a rest area where there are no shops, eateries, someone to chat with, or simply a place to have a coffee and a break. Small towns supply the slower speed and visual incentives to stop and 'take a break'. They simply drive on extending their time at the wheel to often unsafe periods, increasing the possibility of a fatigue related accident.

Roadside rest areas can be a lonely and unsafe place especially for those travelling alone. Towns provide a chance to rest properly without the unfriendly open area of a roadside rest area, encouraging people to get on their way. Roadside rest areas need to be made more of a welcoming, convenient, and friendly place to encourage people to pull over.

If we are encouraging drivers to share the rest areas with heavy transport, why do the powers that be, often put the shelter shed and other facilities in the middle. I have seen many that encourage drivers to park in the middle beside the facilities instead of driving to the end to leave room for fellow travellers and long trucks to park behind.

I am happy to expend further on any of these issues and look forward to receiving a final copy of the strategy once completed.

Cheers
Ken

Ken Wilson