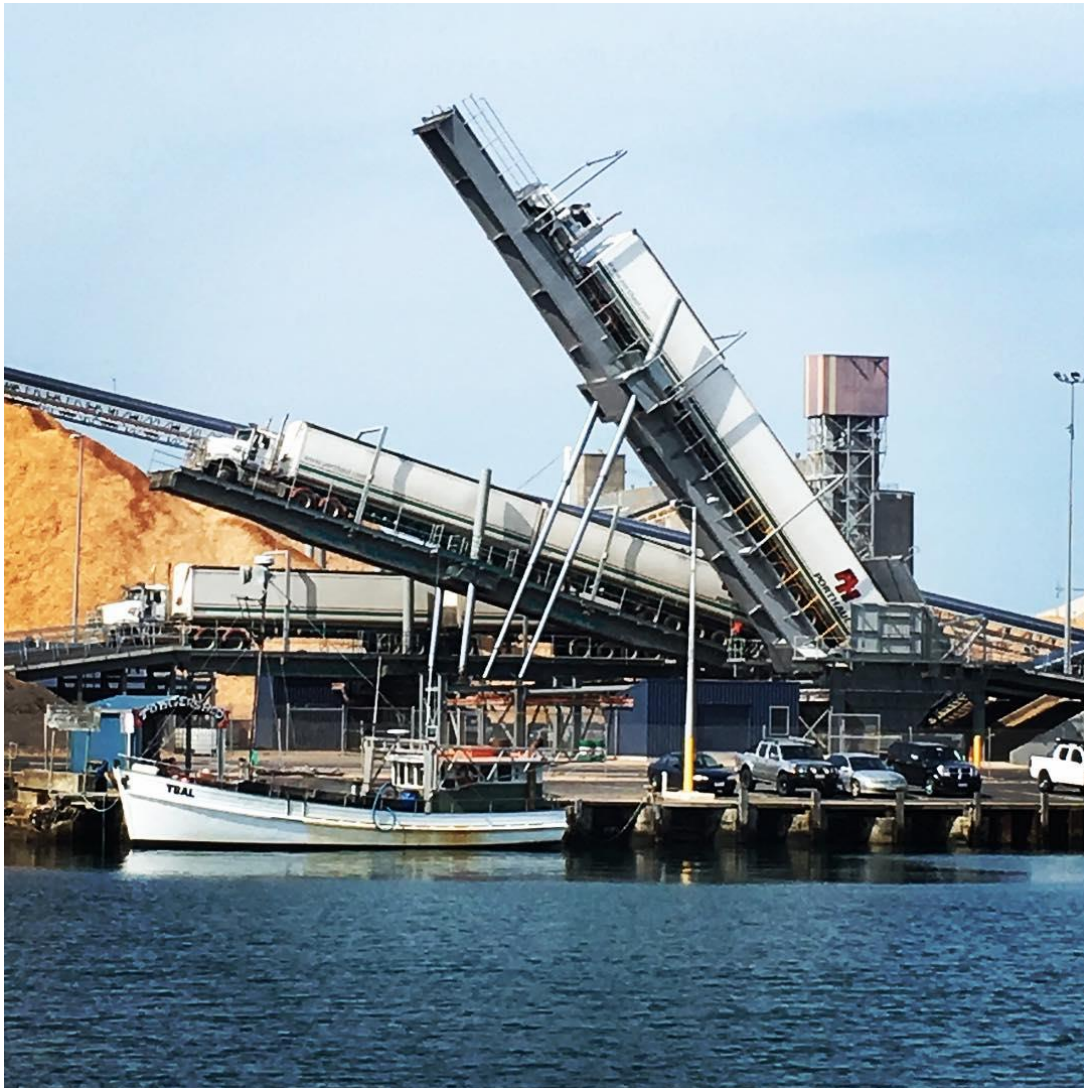


TRUCK SPOT



GREEN TRIANGLE.

Report on outcomes of Truck Drivers having direct input into Safer Roads.

By John Ernst December 2021

Funded through the National Heavy Vehicle Safety Initiative

TABLE OF CONTENTS

Executive Summary:	3
At a glance	4
Background:	4
Project Development:	5
How Data was collected:	6
How the Data is used in this report:	6
The People and organisations involved:	7
Future opportunitis	7
Truck spot green triangle findings	8
Additional roads identified in the green triangle.	13
Conclusion	15
Acknowledgements	16
Appendix	17

EXECUTIVE SUMMARY:

Truck Spot represents a model by which the observations of truck drivers with regard to road infrastructure safety concerns can easily be captured. This is seen as an important and proactive mechanism to reduce the likelihood of serious injury or deaths from road crashes which may be caused by deficiencies in road design or conditions.

The project grew out of an ongoing frustration by truck drivers in the regions of Gippsland and the Green Triangle (that are part of local Safe Freight Networks) to be able to be proactive in the identification of safety issues on the roads they drive daily. Up until then it had been complaints driven processes that had seen road safety improvements, or the road owners would apply “upgrades” which often didn’t allow for the needs of truck drivers resulting, in some cases, of new crashes occurring. This was particularly the case where new roundabouts were installed with inappropriate cambers resulting in some rollovers occurring.

TruckSpot was developed as a pilot project to allow drivers and operators to use a GIS mapping exercise to create hotspots where they saw problems with the road infrastructure. They were invited to provide their opinions, and this allowed for a clearer picture of the situation. The intention would be to use these maps as a baseline and repeat the exercise at regular intervals to establish if improvements are occurring.

Local champions were engaged in both regions to engage with the local drivers and operators. These people worked with the drivers and operators to further refine how TruckSpot would look and also to engage them in the process of using TruckSpot as it went live.

The program was designed to run for a specified period in order to provide a snapshot of what the issues were during a particular timeframe as well as provide a baseline against which future consultations could occur during similar periods in the future.

The outcomes of the consultations were recorded by CrowdSpot and developed into a data report which consisted of both Heat Maps and Comments Report, this data then needed to be translated into a project report.

The heat mapping identified many intersections on high-speed highways, they identified sight lines and road surfaces and locations for future truck rest areas. The report then looked at each of these spots and made a desktop assessment as to whether further investigation is required such as immediate action required. Initial heat map data was sent immediately to road owners and resulted in several improvements being made. Each spot was then identified to see if any rectification work required significant investment or redesign. This assessment then resulted in one of four recommendations being made this being:

- 1) Immediate action recommended.

- 2) Further consultation required with users.
- 3) Desktop Safe System Assessment.
- 4) Major Safe System Assessment (including site visit).

The other major part of this assessment has been to identify the top 5 spots in each Region.

Major finding from the project was that despite a pandemic gripping all sectors of industry that transport drivers still valued the opportunity to be consulted on their road infrastructure safety concerns.

AT A GLANCE

The following priorities were identified by drivers during TruckSpot:

Green Triangle:

- 1) Princes Highway, Victoria – Poor Surface
- 2) Glenelg Highway & Portland-Casterton Road – Over-hanging trees
- 3) Border Road, Victoria – Poor surface, too narrow, Overhanging trees
- 4) Casterton/ Penola Road – Poor surface
- 5) Western Highway Horsham to Bordertown – General upgrade required

BACKGROUND:

During 2019 the Truck Safety Networks in both Gippsland and the Green Triangle had been identifying road infrastructure that they felt was contributing to an unsafe working environment for their drivers. They wanted to develop a mechanism to allow their drivers to identify areas of the road network that caused these concerns – conversely the networks were also aware of roads they felt contributed to road safety. These roads have features, the drivers felt, that may be useful examples that could be applied in other areas.

Road owners were also keen to hear from local drivers and to better understand their priorities, it was preferable that a broad cross-section of the drivers could be consulted and that this may result in a priority listing.

During this period, the Project Manager of Safe Freight Networks Australia had been working with a local Government in Gippsland to identify similar issues with road infrastructure as it related to the safety of cyclists. This project used an organisation called CrowdSpot which provided GIS data sets to develop heatmaps after a suitable period of community engagement and consultation. This service was seen as the most useful and applicable to the issues being identified by the truck networks as it ticked all the boxes with regard to being able to be portable and scalable.

The other area of concern over the past decade was the practice of funding road improvements based on a “blackspot” funding model, which required a road death (preferably several) prior to accessing funding for a solution. The drivers felt that many of these areas where road deaths occurred were known to them and had they had a mechanism to identify these areas sooner that rectification works may have prevented deaths from occurring.

An application was made to the NHVR under the HVSI program to work with these networks to develop this pilot project as well as support local champions to engage with the regions to identify the road safety

concerns. CrowdSpot was identified as the project partner in this project and was engaged when funding was secured.

The data that we have in relation to the correlation between casualty crashes and road infrastructure is mixed, however we were aware that better road infrastructure and road furniture appears to reduce casualty crashes. Certainly, by applying safe system principles to known crash sites we can immediately recognise that road infrastructure can provide the protection required to save a life or reduce the chances of serious injury. Both Gippsland and the Green Triangle follow the national trend which sees the majority of casualty crashes involving a single vehicle or if there are other vehicles these crashes occur as result of head on crashes or where two high speed roads intersect. Another area of concern was the identification of rest stops for fatigue management with one major transport route identified as having no formal rest areas for any drivers, including light vehicle drivers. When this issue was identified the report reflected with a recommendation for further consultation. This is because it is known that stakeholder engagement early in any planning process ensures a better outcome when capital works is required.



PROJECT DEVELOPMENT:

As we are well aware, COVID 19 struck and from the 19th of March 2020 restrictions began to be implemented. This started with restricting the way freight and people moved around Australia. We know that this led to a dynamic situation which was punctuated by a combination of lockdowns and travel restrictions. For the Heavy Freight Industry, it was especially difficult as they were suddenly faced with a range of additional restrictions and regulations which varied from state to state. Against this background it now became impossible to meet face to face as had been scheduled – fortunately, for key decisions about the project, we were able to hold several face-to-face meetings locally. Our two local champions ensured that local companies views were represented.

The project was developed in conjunction with the company CrowdSpot and the truck networks. Local facilitation occurred after several local road safety champions were identified and engaged in support of the project (Gibson's Ag Spread in Gippsland & Port Haul in the Green Triangle). Other major support came from the Victorian Livestock Transport Association and Australian Trucking Safety Services and Solutions.

The project was developed by taking the CrowdSpot process and redesigning it so that it was suitable to be used by truck drivers which on the road. This meant it needed to have a portable application developed for use on smart devices such as mobile phones. CrowdSpot assisted us with this process and the end result was a program that was easily useable by drivers and operators.

Whilst COVID meant any thoughts of a gathering of drivers was difficult peak associations and the NHVR through their news bulletins provided many opportunities to enable the links and access to the Truck Spotting project for drivers. Local media through Regional Newspaper also discussed the Truck Spot opportunities as did the National Road Transport magazine "Big Rigs". Across Victoria ABC Drive Victoria also discussed Truck Spot on the afternoon show.

The website went live during early January 2021 and remained live till after Easter. While the mapping process was designed to highlight the regions of Gippsland and the Green Triangle it was possible to "spot" areas outside these boundaries and this information was also made available to relevant people.

Consultation with stakeholders occurred right through the website design processes and saw several versions of the website go through Alpha testing during November and December 2020. This was to ensure that driver's feedback was incorporated as well as to test the website on smaller handheld devices such as mobile phones on various platforms including Apple, Windows and Android platforms.

In order to maximise the use of the available funds and to keep costs down it was decided to have a live website instead of an App which could be downloaded. This was agreed on provided the website could be easily accessed. For this purpose, a QR code link was also included in any advertising material that went out.

HOW DATA WAS COLLECTED:

The data was collated by CrowdSpot on behalf of Safe Freight Networks Australia. The data came in whenever a person opened the specially designed website and created a "spot". This allowed participants to create a visual representation on a map of where they felt the issue was as well as space to discuss the issue and any solutions. There was also an opportunity to answer some basic questions about themselves and the safety of the vehicle they drive (though this part was optional). All responders could remain anonymous if they wished and most chose this option.

The majority of responders appeared to be from individual drivers though a few corporate operators took the opportunity to collate some of their existing driver reports and place the road issues on Truck Spot based on this internal information. There was no way to distinguish the participants from each other and this may need to be discussed should a future project use this process, if it was felt to be important.

CrowdSpot provided heat maps as well as comments in the form of simple data maps. This data was then collected by Safe Freight Networks Australia and spots matched against Google Maps where these were available. The total package of data was then used to develop this report.

HOW THE DATA IS USED IN THIS REPORT:

Data collected provides both a visual and descriptive representation of a snapshot taken during the period from January 2021 till April 2021. The information will inform recommendations for further actions after identifications of the places occurs. A *spot* will be identified with its location identified on Google Maps

(reference point provided). Each location will be subject to a quick desktop assessment before they are subjected to one of four possible recommendations these being:

- 1) Immediate action recommended.
- 2) Further consultation required with users.
- 3) Desktop Safe System Assessment.
- 4) Major Safe System Assessment (including site visit).

Each of the Regions have their own reporting section included with a summary of recommendations included at the end of their reports. A collation of these is found in the final appendix. The project has therefore identified the top 5 priority areas in each of the Regions.

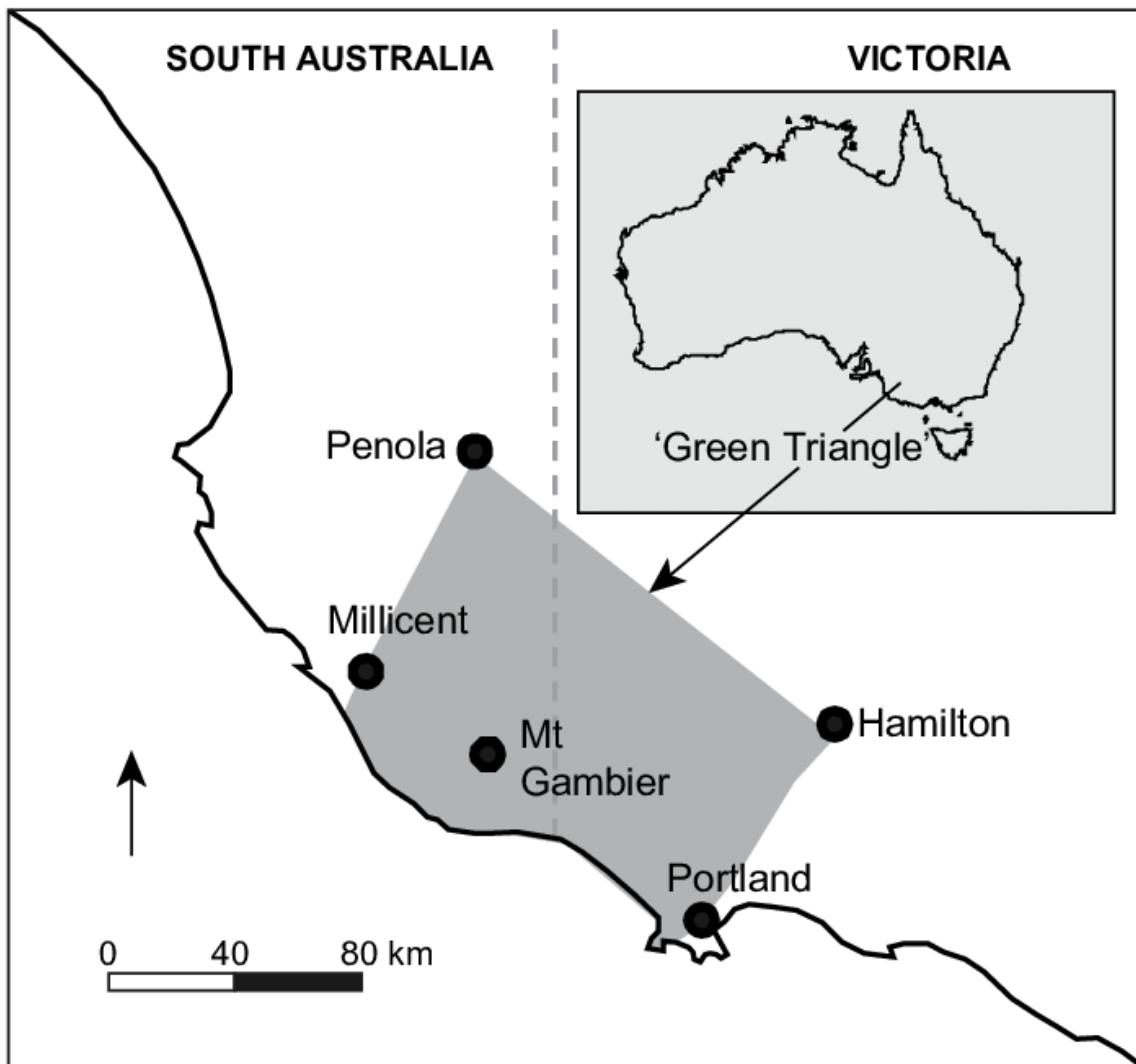
THE PEOPLE AND ORGANISATIONS INVOLVED:

The project was run in both the Gippsland Region as well as the Green Triangle Region. It was facilitated by Safe Freight Networks Australia in partnership with drivers and companies from these areas. The steering group for the project was made up of members from both area's safe freight networks as well as some State based peak bodies and State Government departments representatives.



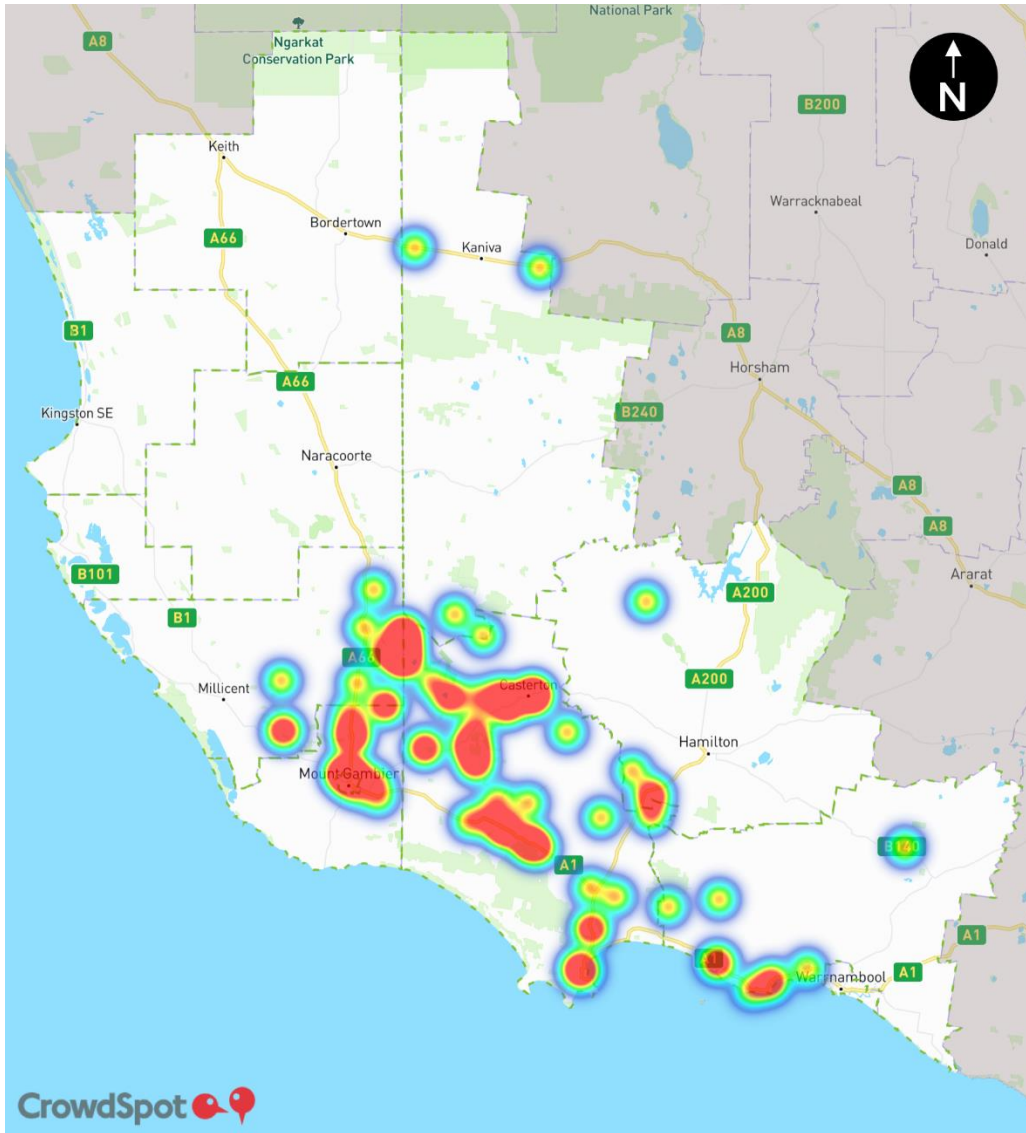
FUTURE OPPORTUNITES

The project provides opportunities for further investigation and improvements. The first being that it can act as an audit tool to seek regular user input into the road network by a significant stakeholder group and the second is that it can provide a model for consultation in other parts of the country to identify similar priorities.



This area is dominated by the timber industry and the movement of forests products covers all aspects of forestry. From planting to harvesting, processing to distribution forestry is dependent on the Heavy Transport industry to move machinery, logs and processes timber as well as chips. Several major freight corridors are used to move product to the port at Portland in Victoria. Processing occurs at Mount Gambier where timber is either chipped or processed for other uses. Other major industries in the region are agriculture and all the associated transport requirement – equipment, livestock and grain – are all moved using heavy vehicles.

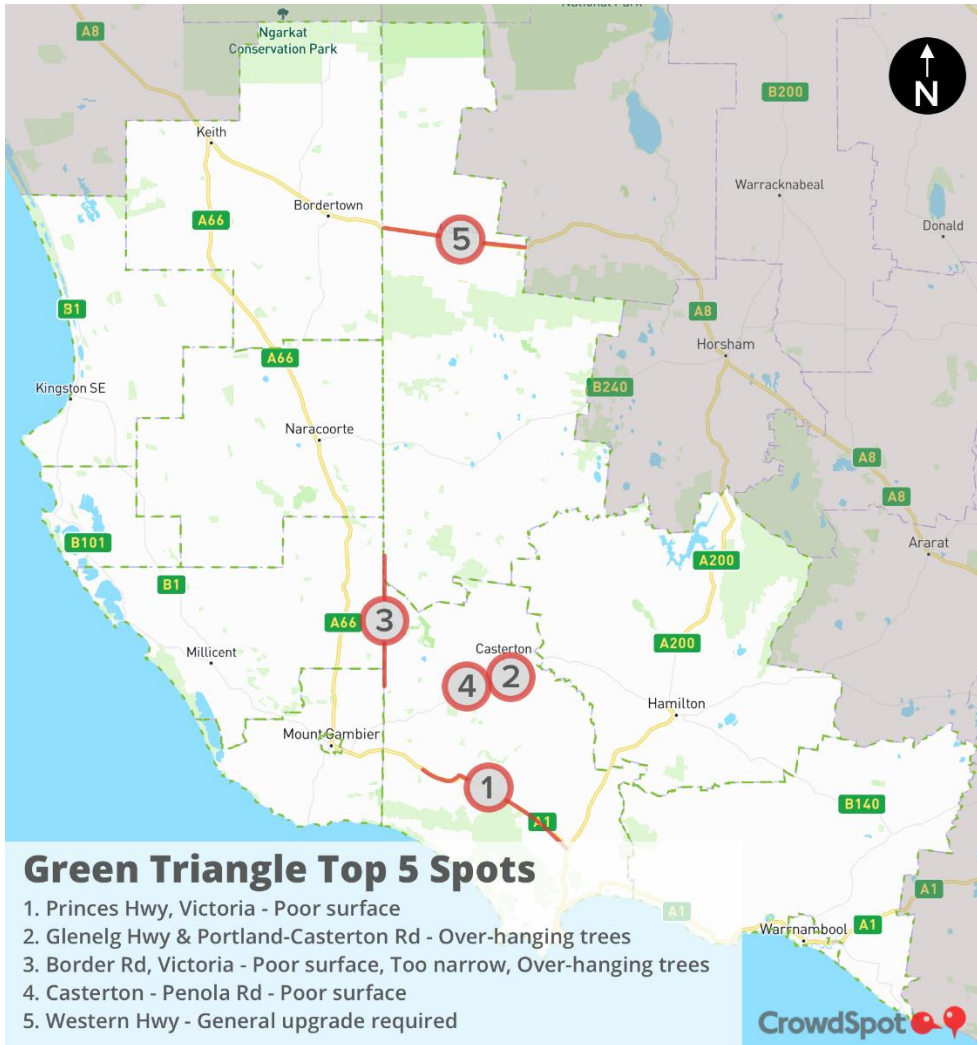
During this consultation, the industry identified their key areas of concern using TruckSpot. The process didn't distinguish between the transport types or the product they may have moved, it simply provided an opportunity for all drivers to have their say. The road network is also shared by all industries.



Heat map of areas of concern for drivers

What the heat map tells us:

The Clear indication is that major transport corridors between Mount Gambier and Portland and through to Warrnambool present the major concerns. From this we have been able to use the data to drill down to specific sites and these are listed at priorities for this area. In addition to these sites there is a lot of additional sites that have been identified in the appendix and should be noted as priorities as some of the notes provided with the comments warn of significant safety concerns for those roads.



Priority 1

Princes Highway between Mount Gambier and Portland with poor road surface identified. The comments associated with this spot included – potholes, subsidence resulting in water channelling, broken edges, surface delamination.



Channelling & Delamination

Recommendation: Immediate action recommended & Further consultation required with users.

Priority 2

Glenelg Highway & Portland-Casterton Road with Over-hanging trees as a major concern. Drivers have reported moving across the centre line of the road in order to avoid trailer and truck damage at number sites.

Some very effective clearing work was completed during 2019 and 2020 however drivers remain concerned that damage caused to vehicles as well as the requirement to move across the road is resulting in many near-miss situations.

Recommendation: Immediate action recommended & Major Safe System Assessment (including site visit).

Priority 3

Border Road Victoria – Poor surface, too narrow, Overhanging Trees. This road is used by members of the Victorian Livestock Transport Association members and many other farm serving vehicles. Reports of animal welfare concerns, vehicle damage and several major injury crashes have already occurred on this road section. Vehicle damage is caused by both the rough surface as well as vehicle strikes with both overhanging vegetation and growing in from the side.

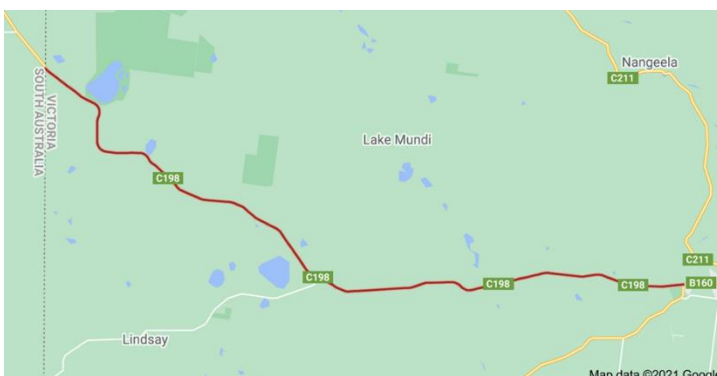


Recommendation: Funding is sought for a Safe System Assessment to recommend priority treatments for this road. It is anticipated any permanent fix will require several million dollars of road works as such a SSA is recommended prior to any work happening.

Recommendation: Major Safe System Assessment (including site visit).

Priority 4

Casterton – Penola Road – Poor Surface. This road is used extensively by a range of vehicle types and is one of the feeder roads for timber and agriculture. There is a desire to move to high productivity vehicles which will



reduce road damage however it is a chicken and egg scenario as the road surface needs to improve so that vehicle damage is reduced. Fleet managers have been able to quantify the damage caused by the road surfaces based on maintenance issues that arise from specific routes. This data is kept by the larger fleet companies and provides an accurate assessment on how poor road

surfaces contribute to additional vehicle maintenance. Consideration also needs to be given to drivers as we are aware that increases in Noise Vibration and Harshness contribute significantly to driver fatigue.

Recommendation: Immediate action recommended & Further consultation required with users.

Priority 5

Western Highway – General Upgrade Required. The section identified in this survey is that section which sits in the northern section of the Green Triangle and forms part of the main freight corridor between Melbourne and Adelaide. Identification of specific issues have been detailed in the comments about the highway. It is a well known and used section of road that has long ago seen its capacity exceeded by the volume of freight moved along it comments include surface (which varies over the length) lack of passing and rest areas. Patchwork repairs and little evidence of making it a National Priority.

Recommendation: 4) Major Safe System Assessment (including site visit).



ADDITIONAL ROADS IDENTIFIED IN THE GREEN TRIANGLE.

Location	Description
Western Highway, Victoria	users Cars, buses and confused tourists stop on the highway waiting to turn into Tower Hill reserve. When traveling east to west there is poor visibility that vehicles are stopped on the highway during congested tourist travel times. With a truck there is bare
Entrance Road, Kororoit Victoria	road needs ripping up and starting again, excessive hollows and dips
Western Highway, Victoria	Road has poor surface there are no overtaking lanes or turning lanes
Princes Highway, Port Fairy Victoria	This road is a well used road that is only one lane and has many potholes that cause major damage. This is a critical road that is used by many and I have witnessed lot of near misses from cars losing control on this road
Woolsthorpe - Heywood Road, Victoria	Road has very bad series of bumps , nearly shakes steering wheel out of your hand if caught unaware.
Princes Highway, Victoria	Road has very bad series of bumps , nearly shakes steering wheel out of your hand if caught unaware.
Nelson - Winnap Road, Victoria	The Woolsthorpe/Heywood Road is a designated B Double truck route yet the road between the Warrnambool/Hamilton Road and the Port Fairy/Hamilton Road - 50km - is predominately single lane with potholed and damaged surface, severe drop off to the road sho
Woolsthorpe-Heywood Road, Victoria	This is a narrow, windy road with limited visibility and soft edges that we drive A-double road trains on.
Coleraine - Balmoral Road, Victoria	Poor surface all the way from portland to Geelong. Not good enough! Some sections are really rough. Whats being done? Not enough!
Princes Highway, Port Fairy Victoria	road narrow over grown trees drive ways over grown
Wilson's Road, Portland Victoria	rough pot holes truck and cars swerving to miss them
Henty Highway, Portland Victoria	rough road uneven surface
Princes Highway, Victoria	road has sunk
Princes Highway, Victoria	the dips in the road and airbag suspensions get out of sync and the truck and trailer going down meets the hump coming up and everything jumps up in the air
Doughboy Road, Victoria	This section of the Woolsthorpe-Heywood Road is single lane. The road is so damaged, in parts it is barely wide enough for a vehicle and the roadsides are riddles with potholes and huge drop offs, it s very dangerous when meeting oncoming vehicles.
Woolsthorpe-Heywood Road, Victoria	Section of Henty / Princes A1 highway from Meaghers Rd to Flowers road is of a very sub standard surface suffering from lack of drainage an soaking water the road surface suffers dramatically and has broken up to the extent that you need to straddle the
Princes Highway, Heathmere Victoria	The road is very rough with large amounts of subsiding patches on both sides from the Mackenzie creek road intersection west to the top of the hill
Dartmoor - Hamilton Road, Victoria	Bdouble trucks entering and exiting c3 timber facility. 80km stretch of road near corner, hazard for general traffic.
Portland - Nelson Road, Portland Victoria	Very rough surface
Princes Highway, Lyons Victoria	Uneven road. Makes truck do a mexican wave up and down
Princes Highway, Winnap Victoria	Was recently repaired but is no better than it was
Dartmoor - Casterton Road, Victoria	Very rough pot holed section. Has had many holes fixed here. Bashes truck around a lot.
Border Road, Victoria	Limestone goat track. Needs to be bitumen, at least single lane with limestone shoulders. Trees need cutting back all along this road from southern end to northern
Border Road, Victoria	Lots of potholes between egg farm and pine factory
Princes Highway, Lyons Victoria	Eastbound lane 2 severe potholes one in right of lane and then another on left of this lane in apex of eastbound lane specially in a car and wet surface can cause loss of control in the unaware drivers they arent large holes however severe and sharp even
Princes Highway, Victoria	When travelling east bound and turning onto Portland-Casterton Rd from Glenelg Hwy there is overgrown vegetation on the corner, making it difficult to see oncoming vehicles and give way.
Portland - Casterton Road, Casterton Victoria	Has a drop off on the left hand side when east bound. From the new bitumen onto the old.
Princes Highway, Victoria	Build up on left fog line throws vehicle into right lane.
Princes Highway, Lyons Victoria	Potholes
Princes Highway, Mount Gambier South Australia	Very dangerous when turning left out of Pine hall av onto the Riddoch highway. Needs a left turning , merging lane. Many years overdue.
Penola Road, Mount Gambier South Australia	Have to be on the top 10 worse roads in SA. From Glencoe west rd to the Overland track.
Mile Hill Road, South Australia	Both lanes have very rough wheel tracks From Pinehall av to Worralong rd.
Riddoch Highway, South Australia	Urgently needs a left turn lain from Fairbanks rd. Have numerous vehicles over take up and over the hill. Will only be time before a serious headon colision occurs.
Princes Highway, South Australia	Poor surface, very rough and bounces the truck around. Worst section is between the border and Tower Road, but is poor the majority of the way into Penola.
Casterton - Penola Road, South Australia	Rough section of Casterton-Penola Rd, especially on these 2 corners. Hazardous when passing another heavy vehicle, the road is narrow with no shoulders.
Casterton - Penola Road, Victoria	Hard to see oncoming traffic when continuing right onto Grubbed Road, also hazardous when exiting onto Myaring-Pieracle
Myaring - Pieracle Road, Victoria	Crossing Glenelg Hwy from Chaffey's Lane onto Casterton-Dartmoor Rd - issues with sapling trees getting bigger when looking to the east for oncoming traffic coming from Casterton. Not the best crossing as it is on a corner, the saplings are now making it
Dartmoor - Casterton Road, Victoria	Overhanging limbs along this stretch on McEnroe. Over the years limbs have come down often enough. Worse in winter when trees are wet and can hit top of cab
McEnroe Road, South Australia	Overgrown and overhanging vegetation between Doughboy Rd and Casterton-Penola Rd. Narrow road. Makes oncoming traffic hard to see. Has been better maintained in recent years with more room on side of the road to pull off if needed however better signage
Heathfield Lindsay Road, Victoria	Very poor section of road stretching from when bitumen ends to Old Comaum Rd. Parts of road wash away badly during winter. Multiple spots have had patch ups done to a poor standard. Needs a lot of work.
Tricia Reschke Road, Coonawarra South Australia	when turning right from worrolong rd (heavy vehicle bypass) onto riddoch hwy, vision of vehicles coming from mt gambier is hard to see because of dip in road. Due to extended time to move through the intersection vehicles are on top of you before you kno
Riddoch Highway, South Australia	

Riddoch Highway, South Australia	north bound road in overtaking lane is completely worn out and uneven hole surface
Riddoch Highway, Tarpeena South Australia	uneven surface and very rough
Riddoch Highway, South Australia	very uneven on corner and big bumps in road were they joined the new bypass price to old bit of road
O'Leary Road, Mount Gambier South Australia	Road sunken and really rough
Princes Highway, Winnap Victoria	The road surface of this area is wavy, throws the truck around.
O'Leary Road, Mount Gambier South Australia	rutting and rough surface
Princes Highway, Lyons Victoria	Road surface is too smooth, water sheets when it rains causing lack of traction
Casterton - Penola Road, Victoria	surface too smooth and lack of traction when wet. Sap from trees over road maybe an issue also?
Casterton - Penola Road, South Australia	Rough as hell
Casterton - Penola Road, Victoria	Rough surface, can shake steering wheel out of hand
Casterton - Penola Road, South Australia	Very uneven surface, wobbles truck
Portland - Casterton Road, Casterton Victoria	Cannot see traffic coming.
Kaladbro Road, Victoria	Blind turn around the Kerr Swamp area. Narrow road with a blind corner in both directions. History of near misses.
Wilkin - Strathdownie Road, Victoria	Blind turns due to overgrown vegetation throughout
Princes Highway, Heathmere Victoria	Bloody rough on gear
Riddoch Highway, South Australia	Hanging limbs hitting the top of bolsters.
Heathfield Lindsay Road, Victoria	Hanging limbs make it difficult to see oncoming traffic turning onto Casterton Rd from Heathfield-Lindsay.
Glenelg Highway, Casterton Victoria	Overgrown vegetation making it difficult to see oncoming traffic.
Border Road, Victoria	Low hanging limbs making it difficult to see oncoming traffic.
Wilkin - Strathdownie Road, Victoria	Overgrown vegetation and low hanging limbs providing visual obstructions.
Shanks Road, Victoria	Ruts on road that can throw truck around.
Dartmoor - Casterton Road, Victoria	Overgrown trees making it difficult to see oncoming traffic when crossing highway.
Worrolong Road, South Australia	When exiting Worrolong Rd onto Glenelg Highway, hard to see oncoming traffic in either direction due to crests in road. An extended 80kmph zone and more signage either side of Worrolong Rd would improve safety.
Mount McIntyre Road, South Australia	Narrow road, poor surface / rough
Mile Hill Road, South Australia	Very rough road, bounces truck around
Casterton - Apsley Road, Roseneath Victoria	Low patch in middle of road (near centre line), changes camber of road to opposite of what it should be. It can throw truck around.
Portland - Casterton Road, Victoria	LH fog lines drops away reversing camber when you dont want it to
Riddoch Highway, South Australia	this corner is uneven and rough and extremely dangerous corner as you hit double lane heading to tarpeena and same road overtaking left lane stuffed
Crawford bridge, Victoria	Single lane bridge. Foggy mornings are a real issue.
Glenelg Highway, Casterton Victoria	Blind exit coming out of Riordan fuel depot
Grubbed Road, Victoria	Overhanging branches when turning onto grubbed rd from wilkin-strathdownie rd. Hard to see oncoming vehicles.
Myaring - Pieracle Road, Victoria	Hard to see oncoming traffic coming across the bridge when turning onto Grubbed Rd
Riddoch Highway, Nangawarry South Australia	Riddoch highway southern end nagawarry rough patches on north bound lane, repaired road surfaces
Tower Road, South Australia	Tower road half way along, road surfaces are hard turning into potholes
Border Road, Victoria	Poor surface all along border road, trees obstructing vision on both sides
Casterton - Penola Road, Victoria	Poor road surface which causes the truck to nearly go airborne!
Shepherds Lane, South Australia	Poor road surface, the gravel gets boggy as soon as there is any wet weather and creates massive pot holes.
Dorodong Road, Victoria	Overgrown vegetation and low hanging trees which cause poor visibility.
Princes Highway, Lyons Victoria	Rough between Dartmoor and Heywood, especially around Greenwald / Lyons
Kaladbro Road, Victoria	Blind corner, vision obstructed by trees, rough / uneven section on northbound left edge of road. have to take wide incase of incoming traffic, have to hit rough section.
Paltridge Road, South Australia	Trees on right hand side blocking vision when turning onto McEnroe Rd from Paltridge Rd.
Wallacedale - Hamilton Road, Branxholme Victoria	Overhanging trees not enough room for two vehicles to meet
Wallacedale - Hamilton Road, Branxholme Victoria	Trees to close to road
North Wallacedale Road, Victoria	Trees to low can't go under without hitting top of truck informed the shire and the only action I get is a phone call
Dartmoor - Hamilton Road, Victoria	Pavement to narrow no shoulder trees hanging over road not physically wide enough for two trucks to meet I have reported this to vicroads on several occasions over the past 3 years and nothing has been done
Hamilton Highway, Hexham Victoria	east bound just out of hexham opposite the cementary is a pothole that will soon get someone admitted to the cementry if its not fixed

CONCLUSION

The Green Triangle has many important freight corridors, the outcomes of these surveys indicate a variety of issues and challenges that drivers have to face on a daily basis. Applying a safe systems approach to tackling these challenges must include serious consideration to making roads safer. Unfortunately the default position recently has been to lower speeds – while speed is a contributing factor in casualty crashes there also needs to be incorporation of safety by design, that is that consideration needs to be given to using Safe Systems principles in the design and build of roads and roadside furniture (such as barriers) so as to ensure that safety is improved without sacrificing productivity (which is often directly related to the ability to move freight in a timely manner).

ACKNOWLEDGEMENTS

This project was about giving those living and working on the road a voice – it provided a opportunity for their story about what they see through their windscreen everyday to be told. Special mention needs to be made of the key players that made this possible.

Organisations include all those that are part of the Green Triangle Safe Freight Group:

With special mention to the following organisations:

NHVR – National Heavy Vehicle Safety Initiative

Hancock Victorian Plantations (Mount Gambier Office)

Porthaul

Fennell Forestry

Rural Roads Victoria

Department of Transport (Barwon South West)

Vic Pol (Highway Patrol Portland & Warrnambool)

OneFortyOne (Mount Gambier Office)

Austgum

Kalari (Mount Gambier)

LV Dohnt & Co

McColl's

Livestock & Rural Transporters Association of Victoria

Trucking Support Agency

Big Rigs

Cummins

Green Triangle Forest Industries Hub

Volvo Australia

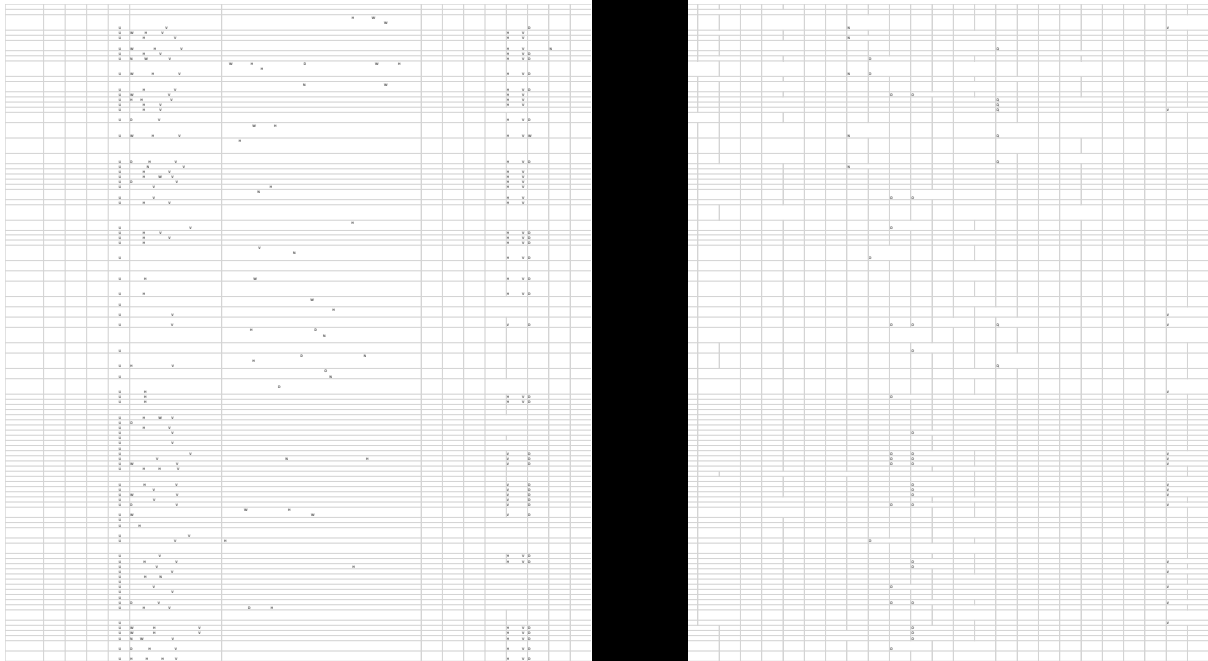
TPPL

Saputo

CrowdSpot

Individuals for special mention for doing some great local work in getting drivers involved:

Jodi Fry, John Garrihy, Simone Reinertsen and our mutual good friend Alan (Pinny) Pincott.

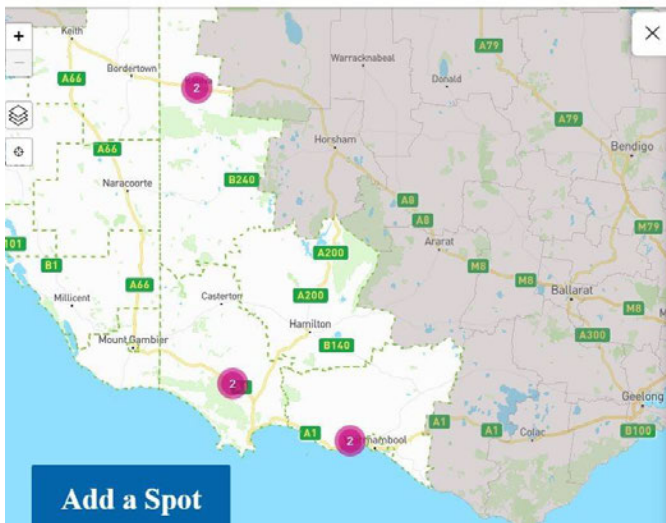


TruckSpot Green Triangle & Gippsland

Welcome

FAQs

 Type address and press enter...



Welcome!

What the driving issues and challenges the road network presents you with throughout the Green Triangle and Gippsland?

Your experience matters and what you see on the roads is valuable. When we join your experience with that of other drivers and operators it becomes a valuable chunk of data that will be part of the most accurate and up to date knowledge about your roads available.

This project is supported by the Commonwealth Government's Heavy Vehicle Safety Initiative (HVSII), administered by the NHVR, and developed in partnership with Safe Freight Networks Australia and CrowdSpot.

Using this map you can identify:

- 'Issue Spots' – where you think there is a problem
- 'Like Spots' – where you think things are working well
- 'Idea Spots' – where you have ideas to improve driving experiences

To add a spot to the map, follow these steps:

1. Click the big **Add a Spot** button.
2. Drag the map to position the marker at your location.