LRRSC please note. No reply from the Premier’s department to January 15, 2018.

TO ALL VICTORIAN MPS & SENATORS

Please note our email to Premier Andrews and let us know what you plan to do for Victoria’s motorcycle & scooter community in 2018.

Damien Codognotto OAM
Independent Riders Group
Melbourne

TO ALL VICTORIAN MPS & SENATORS

As you watch/hear/read media crash reports over the holidays please consider your responsibility as an elected representative of our community to make sure that our tax payer funded departments/organisations are performing efficiently and are accountable when they do not behave responsibly.

We are told VicRoads will reportedly spend $4 billion on wire rope barriers between 2015 and 2020. Someone is making a lot of money.

VicRoads neglects rural roads and considers animal strikes a lesser road safety problem.

VicRoads CEO resigned this month.

VicRoads claims wire rope barrier (WRB) saves lives while admitting WRB posts pose a deadly threat to riders. The fact that they pad WRB posts and promised not to put WRB on roads frequented by motorcycle & scooter riders gives weight to this admission.
In spite of claims that WRB performs as advertised, we have never seen any evidence that WRB works for cars in most situations. In too many media reports/images, the WRB has failed. The 2011 fatal car crash near Ballarat is a case in point. Look at The Age photo. The WRB failed. People died. No one was held to account.

The 2015 Pyalong quadruple fatal was another case. The WRB was an obsolete type in the wrong place. VicRoads knew. VicPol did not show the Coroner the only witness statement on the record. The car was launched into the air and hit a tree roof first. The car’s safety features could not work. People died. No one was held to account.

The Pyalong type of obsolete WRB are common throughout south east Australia.

Look at TV pictures showing roads in North America and Europe. WRB is rare there compared to Victoria.

The crash data may not show it but there are too many media WRB images to be sure WRB work in enough situations to make them worthwhile in a road safety sense. They are certainly not worthwhile in a financial sense over time.


There are not enough police on patrol and crash data is woefully inadequate in Victoria. See attached.

At least three Parliamentary Inquiries in the last decade have documented the lack of reliable crash data and the 2012 Inquiry recommended a data authority independent of VicRoads and VicPol.

VicPol runs road crash investigations. It collects and controls crash data from the source. VicPol officers are part of the independent group that advises and assists the Coroner. This is seen by some as a conflict of interest in some situations.

Our road safety problems are systemic. Our system for reforms and improvements is retarded by bureaucratic inertia and vested interests.

As you watch/hear/read news bulletins on horrible holiday road crashes, please think about the people who elected you. Think about what you can do to protect them from the unnecessary hazards on our roads. Think about how we can improve the performance of those charged with keeping our roads safe. Parliamentary Inquiry recommendations would be a good place to start.

As you know, there is a Victorian election in November 2018.

Damien Codognotto OAM
Independent Riders Group
Melbourne

Mobile: [redacted]
Two men killed in horror crash

A 16-YEAR-OLD girl was in the driver’s seat of a horror crash that killed two men and left two others passengers critically injured in north-west Victoria this weekend.

The girl, who is also in a serious condition, was travelling with four male friends to a ‘promax’ dance party in the Pyrenees Ranges, when the vehicle smashed through a barrier and lodged in a tree.

The force of the crash left the car hanging nearly two metres off the ground.

The car, a Land Rover Discovery four-wheel-drive, was towing a trailer loaded with camping equipment when it crashed at Barnumbee, about 20 kilometres west of Ballarat.

Four of the five occupants were trapped in the car and emergency crews took nearly two hours to free them. A Bairndale man, 21, and a Windsor man, 24, were killed. Two other men were in a critical condition yesterday in The Alfred hospital, one, aged 22, is from the Northern Territory and the other, a 21-year-old, is from Melbourne city.

The girl was flown to the Royal Melbourne Hospital where her condition was serious.

It was unclear if the girl, from St Kilda, was a learner driver who is banned from towing caravans or trailers.

Ballarat traffic branch acting Sergeant Travis Johnson confirmed a girl, the only female in the car, was at the wheel of the car. "I don’t know if she was a learner," he said.

The RFD was carrying a large trailer on the Western Highway, going west, when the car careered across to the wrong side of the road and ended up in a tree. There was no indication that drugs or alcohol were involved.

Music fans die in smash

TWO young men were killed on Victorian roads only hours into the start of the long weekend.

A 21-year-old from Bairndale and 24-year-old from Windsor died after the driver lost control of the car in which they were travelling and veered off the Western Highway, landing upside-down in trees almost 2m off the ground.

They were among five people aged as young as 15 in the car.

A driver travelling behind the vehicle called emergency services after seeing the car and its trailer plough into trees about 9.30pm on Friday near the Moody Lane intersection in Barrumbeet, 20km west of Ballarat.

It is believed the carload of youths was going to a music festival in Ararat. They were towing a trailer filled with camping gear for the weekend away.

One occupant was thrown from the car, but the other four were trapped in the wreckage for about three hours.

The two men died at the scene.