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Or Maybe the 16 yr old Learner driver driving a 4wd towing a trailer on a wet night that a learner driver is not allowed to do has something too do with this accident!
Posted by reg, 15/06/2011 6:57:45 AM, on The Ballarat Courier

Tragedy: The scene of last Friday's fatal car crash at Burrumbeet where a four-wheel-drive careened through a wire-rope barrier and into trees.

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Ms BRITNELL (South-West Coast) - I once again direct these comments at the Minister for Roads and Road Safety, and once again it is in relation to the state of the roads in South-West Coast.

Over the last few weeks I have been speaking with transport companies in my electorate that are the backbone of the local economy and state economy — the people who take goods to market. They are all reporting to me huge increases in repairs and maintenance on their vehicles, all due to the shocking state of our roads. One company has reported product being broken and damaged during transport. We are not talking glasses or something fragile here — we are actually talking about bluestone.

Another company, Kelly Logistics, does the run from the port of Portland to the woodchip mill and back again. Their repairs and maintenance bill normally sits at around $28 000 to $30 000 a month, but over the past 12 months that figure has increased by about $45 000 per month, and is now sitting at around $70 000. The company’s owner, Tony Noske, has been involved in the transport industry since 1956 and told me he has not seen roads in this bad a condition — ever.

He also said the main problem is drainage — water sitting there, not draining away and in turn soaking the road sub-base. When crews come to fix a surface failure they do it well, but because they do not fix the underlying problem with the wet sub-base the surface fails again within a matter of weeks. Mr Noske says the simplest way to stop the cycle happening is to fix the road sub-base and then fix the drains and culverts and keep them maintained.
Hit harder to cut the road toll

THE 2016 road toll statistics make grim reading. Another dreadful year on Tassie roads with no reduction in road deaths. The Road Safety Advisory Board may need to rethink their advertising strategy. "Speeding Shatters Lives" is not hard-hitting enough. Speeding and inattention kills.

Mark Taylor
Mount Seymour

It’s no accident

ONCE again the Mercury perpetuates the popular thought that road crash fatalities are "accidents". They are not accidents. In the chain of events which result in a road death or serious injury, there has been, at some stage, negligence on someone’s part. Road deaths are not caused by weather conditions, road conditions or anything other than negligence. To continuously label these incidents as "accidents" or bad luck is in some way to minimise the guilt which should properly fall on the person who is at fault. The media should play a stronger role in pointing out that road deaths are preventable if everyone took a lot more care in every aspect of their driving, including vehicle maintenance, and apportion blame where it lies.

Ian Beadle
Claremont

Bad driving rife

HAS anyone considered that the reason the Bass Highway, despite the millions and millions spent making it dual carriageway, has so many accidents is simply due to either ill-informed drivers who speed, and/or complacency by drivers. It seems to me that too many drivers are of the view that they are safe, thanks to anti-lock brakes, airbags and the like. Take some of the computer control out and people might slow down, realising they are actually vulnerable.

Greg Norris
Herdsmans Cove

Lane hogs

TO highway drivers who choose to drive below the speed limit, please do not speed up at overtaking lanes, be courteous and let the drivers waiting patiently behind you pass safely.

Joanne Tracey
Tranmere

Wire barriers kill

WHAT seems right in a single crash can be deadly wrong when you study multiple crashes. Anna Lees (Letters; December 30) thinks wire rope barriers save lives. She saw a crash near Hobart where the car was "atop the wire median barrier". But in way too many cases the barrier does not perform as the manufacturers would have you believe. Cars cross these barriers with deadly consequences. The 2011 crash near Ballarat in Victoria killed two. The wire rope barrier did not stop the car hitting trees. And a wire rope barrier can sling a car back into traffic. There are plenty of examples of this type of crash on internet videos. I was riding on divided road near Melbourne a couple of years ago. It was dark and wet. Traffic was heavy, doing 80km/h. A car ahead speared into the median wire rope barrier. No quick, safe stop in those conditions. I rode through a hail of plastic and metal shrapnel. The car was slung across two lanes of traffic, miraculously missing all. No one died, but that was luck. Wire rope barriers are being used less mostly because they have a short working life, are easily damaged, and have high repair costs. Some countries have banned it. I agree that it is sad that wire rope barriers cause injuries to motorcycle and scooter riders, but we have long known that too many road authorities deem our lives to be worth less than car occupants’ lives when making roads.

Damien Codognotto
Howrah

Motorcyclists matter

ANN A Lees, how callous can you possibly be, written as if motorcyclists’ lives mean nothing? Yes, you witnessed a wire rope barrier that did work. What about all those that failed? in Europe they are being removed, because of their obvious — and deadly — failings.

Mick Higgs
Broadford, Victoria

Cheap, nasty, deadly

ANNA Lees agrees it’s sad if a motorcyclist gets injured, but praises the wire barriers on some roads in Tasmania, citing an accident on the Tasman Highway. The only reason these people shedders are used is they are cheap! Obviously the lives of two-wheeled travellers aren’t valued the same as those who ride in vehicles such as cars, trucks or buses. These barriers aren’t safe for everybody, and a person’s safety shouldn’t rely on a financial decision! Armco is definitely the way to go for everyone’s sake.

Jim Dent
Hobart

An increasing number of us are growing more and more disappointed that you have not had the courage to stop the VicRoads roll out of wire rope barrier (WRB) due to the obvious disregard that organisation has for safety guidelines and for road user safety.

You can't say that VicRoads installing WRB too close to carriageways has not been reported for months. It has.

Sooner or later a family will be wiped out because they got a flat tyre or had an engine failure on a WRB road.

The public will blame for that loss of life on VicRoads and you for not stopping the WRB roll out. Or perhaps someone will burn to death because the CFA truck was delayed. Or maybe it will be a motorcyclist. No, motorcyclists are expendable.

But the media won't forget that VicRoads disregarded its' own safety advice and placed WRB too close to carriageways putting lives at risk on the roadside and delaying emergency vehicles. And, the media won't forget that VicRoads left obsolete, dangerous WRB anchors all over Victoria.

Sooner or later a first class road user will die at a WRB site and public opinion will blame VicRoads.

Sooner or later a journalist or lawyer or insurer will work out that WRB in most collisions makes crashes more severe directly and indirectly.

Sooner or later VicRoads will be held to account in front of a judge. The primary losers will be the loved ones. The secondary loser will be the tax payer.

Please stop the roll out of WRB on Victorian roads now and order VicRoads to maintain rural roads to a safe standard as a matter of urgency.

2018 is an election year.

Damien Codognotto OAM
Independent Riders Group
Melbourne
The inquest has been investigating whether a dangerous motorcycle was involved in a serious crash on the Great Alpine Road near Great Otway National Park on the Great Ocean Road.

Alex White’s motorcycle was involved in a serious crash in the area just over 24 hours before the couple was killed. White’s father, Mark Rodgers, 42, and partner, Leanne Anderson, 42, were killed in the crash.

VicRoads admitted conducting a hazard check on March 5 — two days before the crash — but the issue was not resolved.

VicRoads installed temporary repairs in the days after the deaths and fixed the defect permanently on March 20.

Motorcyclist Simon Fraser, 40, was a friend of the couple and was riding in convoy with them down himalaya when the crash occurred.

Mr. White’s wife, who was in the car, was able to keep control because she stepped on the brakes after seeing the crash ahead.

"We saw the bike in the middle of the road. It was no more than 20 feet high, and the bodies were lying there," he said.

Grieving widow Leanne Buckley, 40, said her brother had been a keen rider for more than 20 years and would always get his hands on his Harley-Davidson.

"He was such a happy person. He was loved by everyone who met him."

VicRoads officer Peter Todd said the matter was under investigation.

"VicRoads is working closely with Victoria Police," he said.

These are two examples of how text can be extracted from an image.