

Submission
No 20

INQUIRY INTO PRESSURES ON HEAVY VEHICLE DRIVERS AND THEIR IMPACT IN NEW SOUTH WALES

Organisation: National Road Freighters Association Inc.

Date Received: 18 September 2023



National Road Freighters Association Inc.
PO Box 9233
WILSONTON QLD 4350

PORTFOLIO COMMITTEE NO. 6 – TRANSPORT AND THE ARTS

Inquiry into the pressures on heavy vehicle drivers and their impact in New South Wales

1. Signage Alignment:

We have observed issues with the alignment of road signs, particularly those associated with new overtaking lanes. Correct alignment is crucial to avoid being blinded by reflective glare back into trucks particularly when using high beams. Concerns have previously been raised however; it appears that the issue persists. Can this alignment concern be revisited?

2. Truck Parking Bays:

The removal of truck parking bays during the construction of new overtaking lanes has been a recurring issue. While there is recognition of their importance, the trend seems to be in the opposite direction, with fewer available sites. Can there be a commitment to either retain existing bays or provide an equal or greater number of spaces when developing new road projects?

3. Truck Bay Replacements:

There have been instances where assurances were given that lost truck parking sites would be replaced but remain unfulfilled, even years later. Can these outstanding commitments be reviewed and acted upon promptly?

4. Wide Load Pull-off Sites:

It has been suggested for the conversion of wide load pull-off sites into green reflector bays in multiple locations, but this has been largely ignored. Can there be a reconsideration of this idea, given its potential to enhance road safety and provide informal places to rest or stop for short breaks and vehicle safety checks that HV drivers do enroute.

5. Industry Consultation:

Industry consultation has been insufficient in the placement of overtaking lanes and road features. It is essential that heavy vehicle dynamics and drivers are

Rod Hannifey
President

Glyn Castanelli
Vice President

Trevor Warner
Secretary



National Road Freighters Association Inc.
PO Box 9233
WILSONTON QLD 4350

considered from the planning stage of such projects to avoid negative impacts on FSI's.

6. Green Reflector Bays Accreditation:

NRFA president Rod Hannifey has been advocating for green reflectors to highlight safe parking spots. Would it be possible for the relevant authorities to support and assist in gaining an accreditation for the installation of this initiative?

7. Loss of Valuable Sites:

The removal of truck parking sites, even with the reassurance that alternatives exist further down the road, is problematic. Having adequate parking is essential for truck drivers to manage fatigue and compliance effectively. Can we ensure that no more parking sites are lost without appropriate replacements?

8. Facilities for Changeover Drivers:

The absence of suitable facilities for changeover drivers, such as the dirt each side of the 2way old Pacific Highway at Clybucca, remains a concern. As you would be well aware this area has already produced a fatality.

Access to basic amenities, like showers and rest areas, is essential for maintaining driver safety and well-being. Can efforts be made to establish such facilities at key locations?

9. Education on Sharing the Road:

Educating all road users about sharing the road safely with trucks is crucial. This should include awareness about blind spots, braking distances, and the unique challenges faced by truck drivers. Can initiatives to educate drivers about safe interactions with trucks be prioritized?

1. Regarding the Planning Act

A valuable opportunity is being missed. When developers create new residential estates, they are subject to certain provisions for green space and amenity

Rod Hannifey
President

Glyn Castanelli
Vice President

Trevor Warner
Secretary



National Road Freighters Association Inc.
PO Box 9233
WILSONTON QLD 4350

features. It is the NRFA view that the developers of large multi-tenant industrial estates should be made to develop areas for heavy vehicle specific parking also as a permit requirement for DA. This has the potential to ease the pressures on existing infrastructure whilst allowing for growth and expansion of the freight task at zero cost to the Government.

In conclusion, these suggestions aim to promote road safety, improve transport operation and driver conditions, and enhance the overall experience for all road users.

The NRFA sincerely hope that these concerns will be addressed and acted upon to create safer and more efficient road networks.

Thank you for your consideration.

Rod Hannifey
President

Glyn Castanelli
Vice President

Trevor Warner
Secretary