From: RST
To: RST
Subject: FW: TASMANIAN GOVERNMENT rOAD SAFETY SELECT COMMITTEE ON rOAD SAFETY
Date: Monday, 30 August 2021 11:20:59 AM

From: B. Douglas [redacted]
Sent: Sunday, 29 August 2021 5:14 PM
To: Genevieve Cooley <genevieve.cooley@parliament.tas.gov.au>
[redacted]
Subject: TASMANIAN GOVERNMENT rOAD SAFETY SELECT COMMITTEE ON rOAD SAFETY

Dear Genevieve.

A few words about the basis of my submission.
I am very much a Lay person regarding road safety.
The submission points are the result of reading the opinion piece in the Examiner.
What I have written is not meant to be derogatory. As I read the article various questi0ns cropped up.
I have tried to be relevant to road safety.

SUBMISSION TO THE ROAD SAFETY ENQUIRY.

From Bruce Douglas
[redacted]

PREAMBLE.

Questions arise about comparing like with like. The 6.6 to 3.17 deaths per 100,000. Is shocking but is it a true picture.
It only says to me," Hey , we must look into this and see what is is what"
My points are in no set order but I hope they follow on.
I was given great help by 'The EXAMINER ' in that due to my late decision to make a submission the original article by the Hon Rosemary Armitage had long gone for recycle, I was helped and received a back paper.

!. STATISTICS,

Melbourne's population is 4 + million. And this is about 70% of that state. Hobart has near 275, 000 about 55%.

Traffic in the CBD is slow and bit faster in urban areas. The number of deaths per 100,000 urban is less than rural but pedestrian may possibly be more in rural. This alone favours the Victorian percentage,
In the rural area there are differences in Terrain, population density and type of road. For all I know; percentage deaths could be the same.
All these would have some effect, Police, Road Safety and Ambulance must have such numbers available,

What I'm saying is that we all take more interest in something that is around us. This applies to me when I see a media article comparing the three regions in this state; numbers or percentages. The latter can cover a lot of things .(the percent wage rises.) Numbers are better than percentages. We all work with numbers every day. Percentages can be used to gloss over differences or hide inequalities.

In this submission I have not considered either of the other possibilities, which are that the percentage quoted is real or that the percentage understates the true situation in Tasmania.

SUGGESTION. Road Safety. E.G..Intrastate and interstate comparisons. More relevance to areas (TAS rural/VIC rural) and so forth. '

2. <u>PEDESTRIANS .</u>

DUSK and EVENING PEAK HOURS.

Here when driving we can see out easier than a pedestrian can pick up a moving car.
As dusk slowly gets deeper the driver's eyes dilate more to allow more light onto the retina. The cab is also in dimmer light than outside thus aiding the night light ability effect.

The pedestrian is different, he begins in reasonable light and as time goes by he also dilates; however as more and more cars light up. His eyes have to cope with accommodating to bright lights one second and darkness another. In effect it is difficult to see both movement and also darker or unlit vehicles

It is not surprising that this time of the day is dangerous for pedestrians. I felt when driving or walking around dusk time, that utes and halfcabs are a bit more likely to be driving with only parking lights lit. I think this is a job related factor. The trades tend to finish their day about 4.00pm. Many would have errands to do and as their eyes accommodate the car lights get forgotten until later.

What to do about it.

Children are great at taking in knowledge, ideas and odd things. They then tell their parents or ask or tell them about something .
If during the hours of 4.30pm to6.15 pm every now and then a TV add or message comes up while the children's programs are on; such adds; like the electricity ones, might be very effective in messaging driver light up time. Pedestrians will then have less variation between light variations.

POSSIBLE ADVANTAGES OF THIS ARE THE DOUBLE MESSAGE.

There is a new generation growing up. Many will retain the

information and use it while driving at dusk and night.

Some present drivers will also think about it.

It is possible that the risk of a civilian being injured is lessened.

3. CYCLISTS

At dusk and night It is difficult for drivers and pedestrians to see the small headlight of cyclists and car drivers have the same trouble with the small rear red reflectors.

Perhaps the first thing would be to phase out the sale of small rear reflectors and improve the quality of the front lights.

Drivers now are allowed to cross a white line if safe to do so. Perhaps a cyclist should re required to wholly stay inside a white line.

4. RANDOM POLICE ROAD BLOCKS.

Common reasons for an unsafe road vehicle sticker are, bald tyres, brakes or steering defects.

These cars are more likely to be owned by lower income people. Those who are recently employed, either older or teen. The lower paid .less savings.

Bald are easily checked by the RBT police officer.

These drivers probably find it near impossible to immediately pay for a set of tyres.

IT WOULD BE BETTER for the State for the police for the law courts, for road safety and medical services and their chances of remaining employed if the initial fines etc were to change from one of punish to one of help.

The owner or driver is given the notice and a provisional on spot fine is recorded.

That provisional fine can be used to go to part pay for new tyres for a period of ten business days. (The reason for this time is that he will probably need to talk to both his employer and the tyre place.)

With modern electronics the police officer would need to direct him to go to one of two tyre places either near his employment or home if unemployed. (the reason for this is that the police retain control of the process as well as helping.) Many tyre places offer other tests,

Once the tyres are done the tyre people notify the department by the app given at the time.

The five to ten minutes on the spot help will well pay all parties mentioned. Not least; improved relationships.

All this sounds complicated, but could work very efficiently like the QR system. Give it a real trial.

from the drivers it lessens the risks of more fines more debts more loss of points more unemployment. Let's give it a go. are

5. DISTRACTIONS AND FATIGUE

Either could be dealt with separately but are so often inter related.
There are so many reasons for distractions and humans are very used to reacting to them. This must save many accidents from occurring.
Fatigue then must play an important part in the likely hood of an accident happening.

Sleep interrupted, deprived or change happens in roster or emergency jobs such as medical of all types, (wards to accidents. Police , long distance truckies many early worker jobs.
Fortunately most get home safely, some get called back after little sleep and the effect is compounded.
There would be no statistics to be had on this problem.

It is reasonable that long distance driving is a factor with the use of stimulants an added high risk.
While RBT 's and other patrols are very active they can't be everywhere,
The major possibility is to have a change in some transport delivery company rostering systems.
Perhaps their drivers could do a road section one way and back that section as a return. Then they can live in that country town and pick up another semi on the return, or have better time off at home, also partners are good observers.

6.SPEED.

The article reported 1542 Drink drivers, 1638 not wearing seat belts, 2070 using a phone, 2657 on drug offences and 36719 for speeding.
Drugs and drink combined give 4199 offences. Even if some of these had both charges the number driving is not good.
Speeding fines reported were 36719. There I no mention of how many drivers are in the 1-5kpm 6-10 or 11-20kpm groups. That 36719 number is way out of kilter with the other numbers.
This number is not really astonishing to drivers considering modern technology in detecting equipment and the massive improvement in car safety features particularly in hazard detection.
The modern car effortlessly cruises at 100- 115 kph . it is very easy to miss the warning ping if there is other noise, perhaps all vehicle should also have some strong visual indication. Flashing red dash light, the notification s system.
The high number suggests that motorists think they have been got unreasonably.
Whatever it is this number needs more explaining to the driving public.

7. DRUGS. DRUGS. DRUGS AND ALCOHOL.

This category would be the most serious road death or driving problem there is. All front line people and all medical people know this only too well as do many people who just want to go out on a Saturday.

The enquiry Members know about and would have done extensive homework on this. The submission will suggest some old or new possibilities'

a. This can be introduced next year into schools or driver education or public interest programs.
b. There is a real need for people to have a basic understanding about the way drugs like the amphetamines and other psychedelics affect the brain. a simplistic diagram showing the four centers which may be likened to bus transit centers receive signals from various parts of the brain. The other part of the diagram shows what are considered to be the main functions of different parts of the brain. From that diagram much can be done to exp[ain why some parts are over stimulated and some are inhibited. This bit of knowledge would go far in the battle against misinformation.
c. Coroner and Media reports should include the name of the type of drug and/or the blood alcohol level.
d. It is not good nor not helping just to give a custodial sentence. Sellers and traders yes but users very problematical. However governments really need to look at the science of this.

8.MOTORCYCLES. (A RESEACH PROJECT).

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News pictures regularly show Moto racers sliding and coming off their racing bikes. Also the news will show a bike lying on its side while the item is being reported.

This latter item suggests that the normal motor cycle accident and possible death is often due to misjudging a corner. (not unusual with all of us)

Bikes of all types will fall over if the angle between the front and back wheel at the fork becomes too acute for stability.

With motorcycles this will vary widely depending on road conditions. Such as dry icy frosty or wet. Hard or loose surfaces.

The problem is to give riders how much lean is safe under various conditions.

The starting point is to get an indication of the angle of the lean under dry hard surface roads.

To do this it is a must to allocate funds to the university to do some theory. That will require a physicist, mathematician. a motor engineer grad with an interest in normal bikes. Computer expert and statistician and some others, that gives a think tank and an action plan.

Furthermore it will need to have a number of riders across the state who regularly go riding at weekends. They would have cams on their bikes to film riders ahead of them so getting an idea of what are normal cornering angles at speeds. This initial effort could give information in the coming spring and summer months.

There is another phase to the research. With normal rear tyres what is the back tyre distortion during the slip. In other words do we need to

design a tyre that can increase safety.

Can we have a rear tyre which at its side has a built in safety factor, It may be that a small amount of grip added to somewhere at the side of the tyre and which would not interfere with normal use may allow for enough distortion to take place to allow the bit of tyre surface grip to come into play to lessen the sliding effect.
THAT WOULD REDUCE THE LIKELY HOOD OF SEVERE INJURY OR DEATH.
And along with knowing that critical angle at the fork gives the rider somethinsg.
It may mean that motor cycle tyres would come to be sold only as a set of front and back tyres.
The big problem is to get backing from government and sponsors.

SUMMARY.

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One aspect of percentage reporting has been looked at.
Some comments and possible suggestions made about pedestrian and driver factors at dusk and night.
Distractions and fatigue and long distance drive truckies.
Drugs and education. A comment on knowledge of brain actions caused by drugs. A diagram might help.
Speed and improving relevant information.
Motorcycles. A research idea to examine the slipping factors involving the rear wheel tyre.

I realize that this submission may not reach the desired criteria.
I thank the Enquiry for giving me a weekend to complete a submission.

Bruce Stuart Douglas