

From: [REDACTED]
To: Jo Palmer
Cc: BST; damien.codonotto
Subject: FW: INQUIRY INTO ROAD SAFETY
Date: Wednesday, 11 August 2021 1:04:16 PM
Importance: High

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[REDACTED] my submission to the Inquiry revolves around teasing out a broader communal understanding of the oft repeated exhortation "drive to the conditions". And, a request for the road safety authorities to create advertisements/announcements/whatever which tease out aspects of drive to the conditions. AND those advertisements/announcements/whatever need to be on high rotation (primarily because lots of us (the public) are slow learners).

Rationale for this aspect of my submission is that in light of public responses to encouragement (by authorities) to get vaccinated against COVID, I can hear and see soooooo many and such diverse understandings of those public announcements. Therefore, it is wholly reasonable to translate the COVID experience to road safety messaging by authorities.

In my mind's eye, "drive to the conditions" means:

- a. 3 seconds back from the vehicle being followed – this means watch the vehicle in front pass a guide post and start counting "one cat & dog", "2 cat & dog", "3 cat & dog" one should have travelled to that same guide post.
- b. When pulling back in after overtaking, wait until the overtaken vehicle's **whole** front is visible in the rear view mirror (ie, don't just cut back in). Added benefit is the overtaken vehicle retains its 3-second buffer.
- c. Let all your friends and family know that while you're driving the mobile phone will NOT be answered under any circumstances, and turn off bluetooth connectivity between vehicle and mobile phone – the callers have to learn to wait for the answer.
- d. Drive for what you can see – for example, the road between Queenstown and Strahan is densely forested along very windy roads. Therefore, don't race around the corners especially because who knows what is around the corner (fallen trees, dead wallaby, vehicle which has broken down).
- e. Drive for your capabilities (ie recognise yourself as human, and don't attempt to drive like Peter Brock, et al).
- f. Other drivers be less aggressive around other vehicles – for example, sometimes I drive at 80kmph because I want to contribute less exhaust fumes to the environment and the car is most fuel efficient at that speed. Overseas trained drivers do not need to be intimidated by impatient locals....I remember well the experience of driving in the USA and the UK-London, and I thank the locals for being patient with me.
- g. For a good three (3) decades, my sole means of transport was a motorcycle. I tried, one day, to increase my visibility by wearing flouro outerwear. **Never again!** Within 6 mins of setting out, I had nearly been side-swiped, run off the road, overrun. Too dangerous – I was safer in a brown leather jacket and keeping my wits about me. Then I **understood** why some motorcyclists keep their bikes with very noisy exhaust.
- h. Once upon a time (within my adult lifetime), there was a public campaign in Victoria of

“Look Left, Look Right, Look Bike” – might be time to introduce this in Tasmania.

- i. When the fog or rain is so heavy, drive for what you can see – not the speed limit – ie, suitably slowly with headlights on.
- j. When living in Colorado (USA) some decades ago, most bridges had a sign saying “bridges freeze first”. In Colorado, that made sense. Ever since in very cold weather, I slow down for bridges (just in case it has started to freeze). [PS: I’m Tasmanian, born and bred.]
- k. Driving is a huge responsibility. PS: my dictionary lists responsibilities before rights! I know this is a tacky play on words and contemporary world views about “my rights”....
- l. Those little blinking lights on the exterior corners of most vehicles are INDICATORS – not turn signals, nor turn lights. Again, back to the dictionary, “indicator” means “one of the lights at the front and back of a road vehicle that flash to show which way the vehicle is turning” and “something that shows what a situation is like or how it is changing” [<https://dictionary.cambridge.org/dictionary/english/indicator>] PS: for roundabouts, please remove the necessary to “indicate” when the intention is to drive straight ahead through the roundabout.
- m. A wide ranging public discussion will come up with more aspects of drive to the conditions.

Next point for the Inquiry, please institute a rigorous regime of record keeping about crashes to carry on for over 10 years. Then our State will be in a position to rely on data which relates to us – Tasmanians – rather than drawing on data from interstate and overseas. Please refer to Damien Codognotto, OAM, who has a lifetime of experience and knowledge in this particular field.

By way of generalised thinking: in manufacturing there is a concept of Acceptable Quality Levels. An example thereof, for a box of 100 lightbulbs, some bulbs won’t work. A woman’s example of AQL – how many babies can be dropped on the floor at birth? So, in the context of road safety it translates (for me) to what is the acceptable death and crash levels?

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[REDACTED]

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