

**Submission  
No 6**

## **REVIEW OF ROAD SAFETY ISSUES FOR FUTURE INQUIRY**

**Name:** Mr Robert Moore

**Date Received:** 28 August 2018

I am concerned that road safety initiatives have plateaued and the downward trend of per capita accidents and deaths in recent years has stagnated.

I am also concerned about the increasing frustration at poor driver behavior on our roads.

There are several issues that contribute in my opinion.

Licence standards and driver expectations for skills are quite low. Not everyone should have a licence. The ability to drive should be regarded as a privilege not an automatic right. There are a significant number of people who should not be behind the controls of a motor vehicle, ever. Manufacturers have created numerous technologies which compensate for diminished driving skills. In many ways a significant number of drivers have been absolved from the responsibility of controlling their vehicles safely and harmoniously. Perhaps autonomous vehicles will solve many of these driver skill issues.

A number of observations I make, which are symptomatic of poor driver behavior and attitudes, can trigger frustration, anger and road rage in many compliant road users. These include (in no particular order):

Tail gating

Fail to use indicators when changing lanes or turning

Force way into a queue

Failing to keep left unless overtaking

Poor lane discipline Use of mobile phones/devices while driving

Stop in a bus stop and use mobile phone behind the wheel. Travel too fast for conditions

Speed through a roundabout

Fail to use a roundabout correctly

Cut across lanes in a roundabout Not allow a safe breaking distance in front of a heavy vehicle

Inconsistent sign posting between local government and state road rules.

Drivers speed in a school zone frequently tailgating compliant drivers

Drivers fail to give way to buses when required Drivers illegally using disabled parking spaces

Drivers illegally use bus lanes

A separate issue is vehicle performance. I don't understand why successive governments allow vehicles on the road that can exceed 340 kph and accelerate 0-100 in 3 seconds, motorcycles a little quicker than almost all cars. Many "low performance" vehicles can exceed 200 kph. Surely limiting speed to 120 kph would be a logical solution and all performance engine modification should be banned. Limiting power would also reduce fuel consumption. Performance modifications for improving braking, tyres and handling performance could be allowed by certified technicians. Perhaps a graded licence could be implemented to match vehicle performance but not just for provisional drivers. I know the political reason for not implementing tough road safety decision, that is, potential vote losses. However, while ever successive governments are afraid to make tough decision, then road safety will not change, committees and taskforces become a waste of time and money.

Regards,  
Robert Moore