



SOUTH AUSTRALIA POLICE
KEEPING SA SAFE

Talkin' Road Safety

BUSINESS and COMMUNITY EDITION

Issue No. 8
August 2014
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New Graduated Licensing Scheme conditions

Graduated Licensing Scheme changes that protect South Australia's young drivers and their passengers will come into effect on Monday, 28 July 2014.

The new rules include:

- No driving between midnight and 5 am for P1 licence holders and learner motorcyclists under the age of 25. Exemptions apply.
- No more than one passenger aged 16-20 at any time of the day or night for P1 licence holders under 25 (excluding immediate family members). Exemptions apply.
- An extended provisional licence period from two to three years – one year on P1 and two years on P2.
- Passing a hazard perception test to progress from L to P1 (previously a test was required to move from P1 to P2).
After disqualification, L and P drivers will return at the same licence stage (previously they went backwards a licence stage).

These changes will reduce the risk of young drivers being involved in a crash due to inexperience, night time driving and the peer pressure from passengers. Statistics show that currently:

- young drivers receiving their P-Plates and beginning to drive unsupervised are 11 times more likely to be involved in a crash
- 16 to 24 year olds accounted for 22% of fatalities and 24% of serious injuries from 2009-2013 – despite being only 12% of the population.

For full details about the new rules please visit <http://mylicence.sa.gov.au/gls/home>

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COMPLACENCY



I want to talk about complacency (that feeling of satisfaction, smugness and contentment) and how it affects our driving. We are all creatures of habit – we find the food tastes we like fairly easily, the type of house we live in and the type of car we drive. When we drive to work we find the most efficient and effective route to take that saves us time and stress. Do you remember your drive to work this morning?

In a 2013 article Thorin Kosowski explored the reasons why we don't remember these everyday journeys.

The idea that we can forget about large chunks of time is unsettling, but it really just boils down to how we perceive time in general. In this particular case, it's about how time and memories are formed together.

And that's of course what happens during a typical workweek or when you drive to work. You're doing something that you do all the time. Time shrinks retrospectively. But if you go off for the weekend to some novel vacation, a place you've never been before, then you look back and you think, "Wow that was very long weekend!"

Essentially, new experiences make it feel like time passed more slowly. In the moment, that commute may have felt like it was taking forever, but when it's done, it felt like it flew past. Think of it as though your commute has just a few prints of film in it to fill up a whole hour. When you play it back, you can watch the whole thing in 10 seconds. Now, think about that great vacation, all those memories fill up a lot more film, and thinking through those memories takes a lot longer than the commute. Effectively, that makes us perceive that time is actually extended.

This can be unsettling when we think about it but it really just means how your brain files away your experience. We need to consider how we can be lulled into that false sense of security and really just go along with it all without much thought. All this taken into account we can become complacent about the things we do when we drive. Distraction is the issue which is related to complacency. Things such as looking in the rear vision mirror to see if our make-up is right; selecting a favourite CD of music; punching in a number on our hands free mobile phone set up and making adjustments in our seating position.



COMPLACENCY cont...



This brings me to the point of this article and how small everyday things can become life changing or indeed life ending events. Some time ago as a police officer in the northern Adelaide suburbs I commenced work on night shift. It was just one of those ordinary shifts where nothing much happened. About 1.00 am we were tasked to one of the less populated areas of our patrol. There had been a crash where a single vehicle had left the road, rolled and hit a stobie pole about half-way around a sweeping right hand bend. There was nothing particularly unsafe about the bend except that the location of the stobie pole meant if someone left the road about half-way around there was a good chance that they would contact the pole. Anyway, we drove to the location and saw that a small sedan had left the road and contacted the pole roof first – it was bent around the pole. The ambulance was present and was attending to the only occupant of the car, a young woman who was about thirty.

Unfortunately, she had passed away having been killed due to the crash. We did what was required to remove the sedan and carefully removed the woman from the driver's seat. In her left hand was a music CD. It was evident that she had lost control of the vehicle when selecting a CD to place in the car stereo system. This was probably something that she had done numerous times before and we all have done. Something as innocuous as music selection cost her life. The point to ponder is just this. If these journeys are routine and that we don't remember them, think about what routine can cost. Small distractions may mean your attention is drawn away from the road and this inattention can have unforeseen consequences. Changing music or indeed any of the other small distractions that occur are not worth being involved in a vehicular crash.

If you would like to read some more about this and the research into this here is an article on two related topics monotony and hypo-vigilance: -

[http://www.carrsq.qut.edu.au/publications/corporate/monotony_and_hypovigilance fs.pdf](http://www.carrsq.qut.edu.au/publications/corporate/monotony_and_hypovigilance_fs.pdf)



BICYCLE BOULEVARDS



One of the ways that we can improve our cities is to make them more bicycle friendly. This means certain areas of our city need to be re-engineered to accommodate safer bicycle use. One of these concepts is 'bicycle boulevards'. The boulevard concept uses traffic engineering and other techniques to reduce the speed and volume of motor vehicle traffic and attract more cyclists and walkers.

Bicycle boulevards follow quiet, low-traffic streets where cyclists of all abilities can mix safely and comfortably with local motor vehicle traffic. They essentially are designed to create a shared environment. The intent is to create a corridor on the road network that is lower speed and traffic calmed.

Ultimately this is about getting more people on bikes, reducing the number of people in cars, and reducing congestion on the roads.

These new 'bicycle boulevards' have the following benefits for us all:-

- Traffic calming to reduce motor vehicle speeds in suburban streets
- Reducing traffic volumes to discourage rat-running
- Using special lane markings or "sharrows" that position cyclists where they are visible to drivers and at less risk of being "doored" by parked cars
- And safer crossings where the boulevard intersects major roads

BICYCLE BOULEVARDS cont...

There are health benefits in using a bicycle and cities such as Copenhagen in Denmark give priority to bicycles and so have reaped the benefits of bicycle riding in the health of their citizens as well as the liveability of their city. Adelaide will strive towards this and will make a city not only bicycle friendly but also safe for all road users.

There are some streets in Adelaide that already function well as bicycle boulevards. Inner suburbs like Unley and Norwood have calmed streets that carry hundreds of people by bike each day, and are becoming increasingly popular.

State Government is working with Councils to improve two specific routes to make them more bicycle-friendly, the Prospect Bikeway and the Norwood Bikeway.

People can explore cycling routes in Adelaide by using the cycleinstead.com.au Cycle Instead Journey Planner.

Here is a DPTI fact sheet which highlights important facts on cycling: -

http://www.dpti.sa.gov.au/data/assets/pdf_file/0008/45809/Fact_Sheet_15_Cycling.pdf



RAT RUNNERS LOOSE IN OUR SUBURBS



A 'rat run' is an alternative route for car commuters to avoid busy arterial roads. Rat running, cut-through driving or shortcut, is using secondary roads, cemetery roads, or residential side streets instead of the intended main roads in urban or suburban areas. People do it to avoid heavy traffic, long delays at traffic signals or other obstacles, even where there are traffic calming measures to discourage them, or laws against taking certain routes. Rat runs are frequently taken by motorists familiar with the local geography. They will often take such short cuts to avoid busy main roads and intersections.

Many communities combat rat running by installing traffic calming features such as chicanes, speed tables, speed cushions, curb extensions, cobble sections, hidden law enforcement and various other measures. Other communities install physical barriers that completely block through-traffic along routes prone to rat running. Residents in these areas find the practice distasteful and frequently these drivers are the subject of complaints to the police or local councils.

The question that we are often asked is does this type of driving, as dangerous as it is save time and so get you to your destination faster? Studies have shown that rat runners do not save time on their journeys but make our road systems more dangerous by their driving behaviour. In fact, these drivers can incur large fines or court appearance for speeding or dangerous driving. Shortcuts are OK – but ensure that you keep to speed limits, traffic signage and have consideration for the residents of the area you are travelling through.

