References:

- Mobile Phone same as blood alcohol - Burns (2002). Benchmarking the impairment to alcohol. Crowthorne, U.K: Transport Research Laboratory.
- Mobile Phone adds 0.5 to 0.7 seconds to an average person perception response time - Muttart, J Ph. D (2020). Drivers' Responses in Emergency Situations
- Fatigue images come from rsc.wa.gov.au flyer on fatigue. But will come from CDC - Drowsy Driving- Sleep and Sleep Disorders

Useful Resources:

Massey University Environmental Health Intelligence Unit
https://ehinz.ac.nz/

Q&A:

All questions were answered live during the webinar:

- If orange is a colour that blends into other colours on a worksite, what is a good colour alternative for Hi-Viz?
- Great presentation! I will make sure my son is watching it if I could get the recording.
- Fatigue is a very much underrated factor in crashes and instead crashes involving fatigue are often written off as speed related. It should also be noted that fatigue doesn't necessarily result from the factors you indicate. It is a state of physical and mental exhaustion and has many differing definitions. From my own experience of over 30 years investigating fatal and serious crashes (over 2500) over 40% of crashes are fatigue related, especially in Canterbury.
- In the time/distance perception slide, with distractions, these figures can equally be applied to the difference between a skilled and trained driver vs a new driver or one who has less skills. Meaning that a better trained driver potentially travelling faster can out react and brake a lesser skilled driver. What this means is that driver training (advanced) is highly beneficial to all drivers.
- A huge element in perception reaction (especially the video of the Wellington motorway), is around driver expectations. These play a massive part in Perception Reaction. In other words, how likely is it for a driver to emergency brake and stop on a motorway for no apparent reason. This would create more delay in reacting because the truck driver would have been wondering what the car was doing, without necessarily realising the car was going to stop.

- In the collision investigation, you identified the signal issue - do you know if a civil case was pursued against the road authority as the signal head position was considered to be a contributory factor?
- If you had the government purse and $100m to spend, where would you spend the money?
- How effective is the use of telematics to prevent accidents?
- Great presentation - Do you have data on the impact that ADAS systems can make to avoid/minimise crashes - especially with regard to driver response times?
- Should police get tougher on mobile use while driving like Australia and other countries?
- My impression is the results of those investigations are not shared with the public in New Zealand. How shall the drivers learn of those events? Is there an accident data base accessible by the public?

Comments from participants:

- The road toll during reduced traffic in Covid is a good example of Prof Gerald Wilde's "Risk Homeostasis" in action?
- With colours and reflectivity on a worksite or at a road works area is to be aware of visual clutter where too much is happening creating confusion for drivers.