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22 AUG 2007

Submission No. LC/2  
Received  
Road Safety Committee

BY:.....

**The Executive Officer  
Road Safety Committee  
Parliament House  
East Melbourne Vic 3002**

**With Reference to :-**

## Terms of Reference

By resolution of the Legislative Council on 18 July 2007 that the Road Safety Committee undertake the following inquiry -

That this House requires the Road Safety Committee to inquire into and report by 29 February 2008 on existing, new and developing technologies for implementation to improve safety at level crossings.

Dear Sir/Madam

Crashes at railway crossings have always been a source of amazement to me as to how they occur in the first instance. Quite often line of sight is adequate and the road environment is comfortable. Even with controlled crossings quite often involving heavy vehicles defies logic giving circumstance that the driver is neither drugged nor intoxicated.

After much deliberation I have come to the conclusion (though I understand this is not every instance) the decision-making process verse's risk verse's time is neither balanced nor fully understood by drivers. For example "I have the time to beat the train as I am behind schedule"

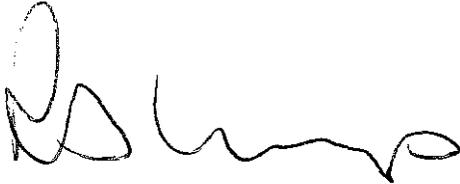
In Western Australia as perhaps in other du restrictions there is a system set up at some traffic lights of a pre warning board that flashes when the lights are going to ~~turn~~ red so the driver knows that is going to happen and makes his decision to stop before he reaches the lights thus leaving little room for error and has reduced crashes at those intersections.

It occurred to me if this can work at traffic lights their must be some argument that it could work at railway crossings and with global position devices and solar technology could mean the inclusion of remote crossings

I like many fellow Australians would like to see road trauma at crossings reduced and though it always comes back to driver responsibility human error will always be present. As in the case of safer vehicles and safer roads, technology can assist human failings so unless this idea is already being used I think it would be worth some consideration.

I wish you all the best in your quest to improving road safety at railway crossings.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Bob Sharp'. The signature is fluid and cursive, with a large initial 'B' and a long, sweeping tail.

Bob Sharp  
Road Safety Consultant