
From: Joe - Event Avenue <manager@eventavenue.com.au>
Sent: Monday, 26 October 2020 8:17 PM
To: secretariat.PESRAC
Subject: Road safety initiative with budget strain reductions.

Organisation: Self

Postcode: 7212

Age: 55-64

Self employed

The purpose of this proposal is:

- Make Tasmanian roads safer for locals and tourists alike by 1. Allowing active community participation
- 2. Making prospective offenders think twice before willingly committing a life endangering offence
- 3. Create a user friendly system to take Tasmania from last, to leading in Australia.
- Reduce whole cost to Govt by analogous costs on public systems from Traffic Accidents
- Relieve pressure on Emergency Services incl Hospitals

Context

To give you a smatter of my background, some 30 years ago I was a member of the Qld Police Traffic Accident Investigation Squad where I my specialty was the investigation and prosecution of dangerous driving simpliciter and dangerous driving causing death incidents. I was a professional Fire Officer for 20 years, 10 of those as a Rescue Medical Technician. To this day I still attend serious and fatal car accidents as a volunteer with TasFire.

Background

In 2016 the total cost of injury (not fatal) accidents in Australia was estimated at \$33 billion. The number of injury accidents rose 8.6% from 2006 to 2013. In 2016 there were 560 injury accidents in Tasmania. In 2018, 33 people died on Tassie roads.

In the space of 10 minutes on an April drive to Hobart from Evandale in our Dashcam equipped Pantech truck, I was overtaken across double lines on two separate sweeping corners. One of these offending vehicles continued on and overtook another vehicle across double lines leading into another corner further on. In a dangerous driving investigation this vehicle is displaying a "course of conduct" and demonstrates complete brazen disregard for the lives of others. The other offending vehicle was a very clearly marked company vehicle (one of those involved in the roadworks) who is obviously not fazed by this manner of driving either and was also making a mockery of the "your speed is our safety" campaign.

Given what had happened I was determined to submit all the footage to the Police upon my return home. I had not been through this process before. To this end I wrote 2 statements in the Hobart Motel room that night and copied the video files to a USB. After driving to my local (no-one home) Police station 3 times in 3 days I went into the Launceston Police Station and eventually was able to submit my complaints.

Some research revealed how each State handles the submission of Dashcam data from the public to the Police. Tasmania, comes out as probably the least efficient / ill-equipped of all the States to deal with these types of video submissions.

The current process for submission to TasPol involves filling out a "Surveillance footage statement" and then a separate statement would be taken from you (fortunately I'd already done one). I think it's fair to say a person less determined than myself would not have gone through this laborious process. Going through the process as it took me over 6 hours, I was given no reference number of receipt and have had no contact from anyone regarding both these matters. I do however, think the lack of a dedicated process is the problem and there is a way, including

a number of elements that would streamline this process and take Tassy from being the least efficient to the National benchmark. This is the reason for suggestion.

Action sought

My thought in a nut shell was that Tasmania should create an on-line “portal” which uses a pro-forma statement process filled in by the complainant together with a video upload facility (TasPol currently use Evidence.com), to enable both sets of evidence to go directly to TasPol for consideration. This process as envisaged would only take about 15 minutes in front of a computer. The aim of the portal being to encourage and facilitate members of the public to easily and quickly submit prima facie road offences to Police for consideration of enforcement action. The actual development cost of this initiative would be less than \$20,000, based on having had a number of websites built for our business interests and having built some ourselves over the last decade. Far less than the cost of one serious traffic accident to Govt.

The end goal is the reduction of deaths and injuries on our roads. This would occur on two fronts. 1. By prosecuting dangerous drivers using public dashcams submitted via the portal and 2. Preventing that activity in the first place through fear of prosecution from a public Dashcam submitted via the portal.

I’d been developing up what I thought was an original idea and working through prospective issues when I wondered if anyone else in the world was actually doing what I’m suggesting. To my surprise, they are doing exactly this in Wales (population 3 million) and they call it Operation Snap. Their process is best explained by the Welch Police Assistant Commissioner in this short YouTube video. <https://www.youtube.com/watch?v=NoINS8jQwUY>

Their submission portal is very pragmatic and easy to use and is <https://gosafesnap.wales/>

In January this year figures on “Operation Snap” from November 2017 to October 2018 were released

- 2353 submissions
- Police action taken in more than 650 cases
- The English Dept of Transport is setting up a unit to analyse video evidence submitted to Police
- Police from Hong Kong and Japan have visited Wales to learn more about the project.

As further Australian background, our National Road Safety Strategy (NRSS) is a ten year plan commenced in 2011 and Tasmania is a signatory. The aim of the strategy via the National Road Safety Action Plan is a 30% reduction in road deaths over a decade. By their own admission the Plan is not meeting its desired outcome with the 9 strategies it has in place. What I am suggesting, should become the 10th strategy initially applied in Tasmania and subsequently nationally.

Dashcams are an enigma to the current National Road Safety Action Plan and staggeringly are not mentioned once in the latest (2018) document version, which guides the NRSS for the last 3 (and final) years of the current 10 year plan.

Where to from here?

I’m happy to donate what spare time I have progressing this idea with yourselves.

I hold an Advanced Diploma in Public Safety (Firefighting Management) and a Degree in Applied Management (from the Australian Institute of Police Management), I hope these indicate my long standing interest in Public Safety.

Thank you again.

Kind regards,



Joe Murrell
AdvDip - Public Safety; GradCert - Applied Management
Business Manager
, Event Avenue

M

0488038127

E

manager

@eventavenue.com.au **W** eventavenue.com.au

