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Does the proposed definition include all the key functions required to safely perform the driving task?

On most new cars basic functions like air conditioning and the radio are all on a touch screen, so that you have to look at them for several seconds to operate them. With old fashioned tactile controls, it was very very easy to adjust them quickly with your left hand without taking your eyes off the road.

Does the proposed definition capture all the behaviours that lead to driver distraction and a reduction in driving performance?

How could a distinction between manageable and unmanageable levels of driver distraction be used to inform the way distraction is regulated? What evidence-based distinctions could be considered?

Should conventional and technology-based causes of distraction be treated equally in the Australian Road Rules? Why?

Can you provide examples of effective non-regulatory approaches to driver distraction that assist drivers to self-regulate their behaviour in a dynamic driving environment?

Can you provide examples of strategies successfully implemented by other international jurisdictions and industries (for example, aviation) that could be applicable to driver distraction?

Are there other parties besides the vehicle driver who can influence the risk of driver distraction? If so, are there mechanisms to ensure those parties are doing all that is reasonably practicable to ensure safety?

Can you provide examples of effective strategies for ensuring that new in-vehicle technology and mobile apps minimise driver distraction?

Can you provide examples of strategies to ensure that users of partially automated vehicles are fully informed about their responsibilities, and the limitations of their vehicle's technology?

What evidence is available in support of a performance-based approach or a prescriptive approach for managing the risks of driver distraction?