

## TRIBUTE TO DAVID HERBERT

DAVID HERBERT, adviser to the New South Wales Parliament's Joint Standing Committee on Road Safety (STAYSAFE) died on 27 December, 1987.

David graduated in Engineering from the University of London in 1946 and was a Chartered Engineer by virtue of his Corporate Membership of the Institution of Engineers, Australia.

In 1952, after working on strength of materials problems at the National Physical Laboratory in Great Britain, he was appointed Materials Engineer to the Snowy Mountains Hydro-electric Authority where he concentrated on ensuring the safety of the Authority's major welded steel structures.

In 1960, SMA Commissioner Sir William Hudson decided to fit seat belts throughout the SMA fleet of 800 vehicles, and to require that they be worn. Mr Herbert was directed to supervise the work of developing, testing and installing suitable belts.

In 1961, following publication (in various places including, later, in the Medical Journal of Australia) of his international review of seat belt performance, design and construction, he became the foundation chairman of the Standards Association's Committee on Occupant Restraint, a position he occupied until he resigned in 1974. During that time his committee produced standards specifications for seat belts, webbing, child restraints and for anchorages in cars.

Over the period 1965 to 1980 he was adviser to the Australian Road Research Board and to the Australian Council of Transport Ministers (ATAC) on vehicle safety.

In 1970 David was appointed Principal Research engineer to the newly formed NSW Traffic Accident Research Unit. In 1977 he succeeded Dr Henderson as Head of the Unit until it was absorbed at the end of 1981 into the Traffic Authority. He then became the Authority's chief adviser on all road safety matters, until he retired at age 65 in January, 1985.

In 1979 at the invitation of the then Mr T. Sheahan, M.P., he led a team of experts from the T.A.R.U. in presenting

a day-long seminar on road safety to the A.L.P. Caucus of NSW

In 1980 at the invitation of the NSW Department of Education he prepared background material on drink-driving and presented it to a number of seminars for high school principals, teachers and inspectors as a basis for the new programme.

In 1981 at the invitation of the Australian Army he presented a detailed review of international evaluations of car driver training programmes, at a national seminar on training.

In 1982 at the invitation of the Institute of Transport he presented an address on the road safety problems of the trucking industry. This became an important part of the submission by the NSW Government to the May enquiry on transportation.

That same year David appeared before STAYSAFE as its first witness and later became the Committee's part-time adviser, a position he continued to hold after his retirement in 1985. He prepared the Committee's first report which led to the introduction of Random Breath Testing in NSW and he assisted the Committee with his advice, statistical research and analysis of the many technical issues.

David had published many scientific papers and received a number of awards including the Graeme Grove Medal awarded by the Australasian College of Surgeons for his services to road safety.

David's contribution to road safety was immense. His dedication, persistence and dogged pursuit of the truth were coupled with a real concern for the human aspects of road safety. Although he took a vigorously scientific approach to issues he never lost sight of the fact that the road toll is a human toll.

David was dedicated to reducing that toll and was working right up to the time of his death. It is hoped that results of his final research will form part of a future STAYSAFE report.

He will be missed.

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It's interesting that decreases were recorded in all the large states irrespective of RBT use suggesting that some other influences were at play.

The ratio of fatal traffic accidents to the number of deaths has remained fairly constant in recent years (8:1 to 9:1) so that the decline in the number of fatal accidents in 1987 resulted in a reduced but near identical proportional reduction in road deaths.

The only other factor which would seem to provide a pervasive enough influence is the level of road usage (that is the influence of economic factors on driving behaviour and frequency).

Interestingly, all the larger states recorded reductions. Could this be due to the fact that road users did not use their vehicles as often or drive as far because they could not afford to do so?

This is an inviting suggestion, given that Victoria, a smaller state with decentralised urban populations, had a marginal increase in its toll despite the use of RBT. Perhaps further research will show that Victorians were not quite as constrained by economic conditions because of the shorter distances between urban centres.

Whilst there are probably other forces at play in each state, the 'economic theory' is certainly no less simplistic a scenario than that propounded by Queensland's political leaders.

DRUG-ARM has long supported the need for RBT in Queensland and has taken issue with the Government on many related aspects of road usage.

The proposal to introduce 24-hour liquor trading during Expo '88 is one such matter. It is a fairly safe bet to conclude that extended trading hours will lead to a higher rate of drink driving and drink driving related road accidents.

A report by the Queensland Road Safety Council questions whether Queensland's understrength police force will be able to handle the pressures of Expo and 24-hour liquor trading and also provide increased surveillance on the roads.

DRUG-ARM is making representations to the Queensland Government and will be continuing to pressure for an extension of the RID system to include the best features of RBT.

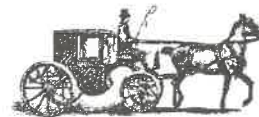
CHRISTOPHER LEVY

Research and Resources Office

DRUG-ARM

# ROADWISE

The Journal of the Australian College of Road Safety



Vol. 1. No. 2, May, 1988

## QUEENSLAND -The Continuing Need for RBT!

In recent months, the drink driving debate in Queensland has tended to focus upon the involvement of young people in alcohol related traffic accidents. Several reports have made recommendations designed to reduce drink driving deaths and a Secondary School Drink Driving Education Package has been launched in Queensland aimed at informing school aged drivers about the dangers of drink driving.

The package was developed after a survey of Year 10 (15 year old) students found that one in four, or 25 per cent, had driven a vehicle or ridden a bicycle after drinking.

The survey of 3,000 Queensland students showed that two thirds had been the passenger of a drink driver in the past 12 months, whilst one in five of the respondents said that they would probably continue to drink and drive after they got their licence.

A report published by the Australian Institute of Criminology and titled *Death and Injury on the Road*, makes several sweeping recommendations and describes, those relating to young drivers as being "discriminatory and possibly unpopular" but necessary because "young drivers comprise by far the highest risk group, especially males aged between 14 and 24".

Recommendations relating to young people include an increase in the minimum drinking age, curfews on late night and early morning driving for first year drivers, two-year learner-driver periods, and low or zero blood alcohol levels for provisional drivers.

Other recommendations include:

- The encouragement of server intervention programs at licensed premises, where the server takes more responsibility for controlling drunkenness and providing transport for intoxicated customers. Such schemes would promote

non-alcoholic beverages and food and approved standards of customer behaviour.

- More expensive alcohol and fewer liquor outlets; and

- The introduction of a uniform system of random breath testing in all states with intensive and sustained enforcement combined with massive and sustained publicity.

The Report suggests that RBT in NSW has actually achieved a permanent deterrent effect (something that no one thought possible) through fully sustained media coverage and breath testing of at least one driver in three.

A recent survey by the Federal Office of Road Safety has shown that 93 per cent of Queenslanders support random breath testing (even though their State does not have RBT), a percentage which correlates with 94 per cent support by Australians in general. In the face of this support for RBT in Queensland (which has been sustained over many years, and which was first described by DRUG-ARM in a 1979 survey of licensed driver) the Queensland Government remains blind to the attractions of RBT.

- Both the former Queensland Premier, Sir Joh Bjelke-Petersen, and the Minister for Police, Mr Gunn, recently lauded the apparent success of the Reduce Impaired Driving Scheme (RID) in Queensland. They attributed a near 20



per cent drop in the road toll over the last 12 months directly to RID's operation and said that a large increase in drink driving convictions over the period had acted as a deterrent to drink driving.

Some other authorities, including this organisation, question the simplistic nature of these assumptions since most other Australian states have recorded similar large declines in their road tolls without further road safety initiatives. This suggests that some other common factor (such as economic climate) has affected the number of drink-driving related accidents.

When one looks at the road toll figures for each State in 1987 there appears to be an overall and fairly general reduction in the numbers of deaths which does not seem to be linked either to RBT use or the scale of RBT operations.

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## Editorial

## Correcting the anomaly

Road trauma continues at epidemic proportions in Australia. The cost to the community of road accidents in 1987 was estimated to be \$5,700 million. In addition, there is the inestimable cost of personal and social effects of death and injury.

Attempts to reduce the number of crashes are fragmented. Different people focus on different causal factors i.e., vehicle design, road standards/traffic systems and human behaviour. Different people have different roles e.g. researchers, consultants, policy makers, educators, trainers, motorists' groups, media, etc. Governments become involved through various departments because of the complexity of the problem, e.g. Transport, Health, Police, Education, Main Roads etc.

Many people in the field, for a long time, have recognised the need for more avenues for the flow of information. Even routine information which could enhance the work of some people doesn't get to them. The staging of National Traffic Education Conferences in 1986 and 1988 gave brief opportunities for exchange of ideas. Delegates at these

Conferences confirmed the need for more exchange of information and better communication between all those involved with the problem.

This led to the establishment of the Australian College of Road Safety as a means of providing ongoing contact. One medium for communication to be used by the new organisation is the quarterly journal "Roadwise".

The executive of the Australian College of Road Safety, at the outset, has clarified its position. The objectives of the new organisation are aimed at correcting the anomaly resulting in many road safety programs proceeding independently without the knowledge, support and co-operation of colleagues. There is no intention to replicate work already being done but rather to provide a link between hundreds of organisations concerned about the problem.

In a word, the A.C.R.S. intends to provide a NETWORK for communication, co-operation, promotion and support. With such a link, all will be better informed and the national effort towards solving some road safety problems will become more efficient and effective.

## Community Centre Plays Major Role

**In South-East Queensland there is a community centre playing a major role in the reduction of Road Trauma.**

The South-East Queensland Driver Education Centre, at Gympie, is effectively meeting the needs of traffic Education for road users of all ages.

School children attend the Centre to participate in the Traffic Safety Education Program, which starts with classroom activities about road law and safety in the road environment. Attitude and knowledge play an important role in this section of the program with the practical skills being gained on the Bicycle Safety Circuit.

This circuit is a mini road system which incorporates various road signs, intersections, traffic lights and pedestrian crossings and offers children the opportunity to develop a better understanding of road law and signs as well as the correct use of appropriate signals.

As preparation for licence work, senior school students can further develop positive attitudes and safe driver judgement through classroom theory and hands-on vehicle work with instructors in the safety of the bitumen circuits at the Driver Education Centre.

Holden's Motor Company have recognised this important early training through their vehicle sponsorship for the Centre.

This gradual but comprehensive Education programme from pre-school through to licence preparation affects safe attitudes and responsibilities for newly licensed drivers.

For people outside of the Student Driver Education Programme we have Learn-to-Drive. Instructions in road law and driver abilities are conducted for clients to confidently apply for licence testing. This course also presents the opportunity to develop basic defensive skills.

More than just 17-year-old Queenslanders are receiving assistance in this area of Learn-to-Drive. Advancements are being made in the field of driving for disabled people, with vehicle modifications being recommended according to the needs of the individual.

Skills training, practical on-road

experience and effective attitude development combine to make the Practical Defensive Driving Courses a valuable learning experience for licensed drivers in all types of vehicle handling.

These courses cover the different aspects of vehicle dynamics, braking, line of drive, system driving, and so on. Again theory sessions are conducted so that course participants can better understand the energy forces, road surfaces and environment they may encounter as drivers.

Hazard perception plays an important role in this field of training, with drivers being encouraged to scan and 'read' the road and its environment, thus enabling them to judge a potential situation arising, to result in a correct and safe decision.

Through the practical section of these courses, instructors demonstrate and discuss driving problems and difficulties caused through incorrect vehicle handling, thereby creating a respect for the potential dangers. By equipping the drivers with the correct techniques, they can safely encounter these hazards with little effort.

For off-road work with Four Wheel Drive vehicles and Motorcycles a lot of emphasis is placed on vehicle and driver capabilities. A 2 km course, set in natural bush, has been developed at the driving complex which sets up many interesting challenges for the vehicle operators to negotiate with their instructors.

Advanced Driving Training is available for refinement of driving skills, again incorporating town, highway and close circuit driving as well as vehicle manoeuvring on wet and dry surfaces at the Centre's skid pan.

Some of the advanced courses cater for the specific needs of professional drivers such as Ambulance officers and chauffeurs.

Rural and commercial industries have benefited through participation in specially designed courses for four wheel drive, tractor and forklift activities.

Australia Post, Main Road Department and company sales representatives also participate in Driver Training Courses held at the SEQDEC with great rewards for the companies as well as the life-long skill for the individual.

With these achievements in Traffic Safety and Driver Education, this unique Queensland facility can only develop and enhance safety for the community in the road environment.

After all - **SAFE DRIVING IS NO ACCIDENT.**

For further information contact:  
Bronwyn Bulmer - 071 82 5860.



Mr. Colin Lituri (Teacher based at SEQDEC) with Primary School Children on Bicycle Safety Circuit



# "PEOPLE ARE NEITHER MACHINES NOR SYSTEMS"

An extract from the keynote address by Gordon Trinca, OBE, MBBS, FRACS National Chairman, Road Trauma Committee, Royal Australasian College of Surgeons, to the 2nd National Traffic Education Conference, held in Armidale in February, 1988:

The program for this 2nd Conference covers a great deal of territory in what perhaps can be called the minefield of traffic education and road safety.

"Education is what survives when what has been learnt has been forgotten"

Skinner

"Learning in old age is writing in sand but learning in youth is engraving on stone"

Arabian Proverb

My offering is a pot pourri of principles, observations and a touch of philosophy.

To paraphrase Thoreau -

I hope what is presented will be more meat than shell

Whilst ignoring those, who with blinkered vision and parrot fashion like, denigrate the value of education as a means of reducing the incidence of traffic injury, we must not put too much reliance on education as the only strategy.

Consider these important points about traffic safety education.

1. Education has a very real part to play when linked to the main strategies directed at the reduction of traffic injury.

The strategies of:

- Exposure control
- Crash prevention
- Behaviour modification
- Injury control
- Post trauma management

2. Traffic safety education must be extended as widely as possible. Traffic safety cannot be the responsibility of any one body and, in the long run, the community and its elected representatives must finally 'call the tune'.

3. Strategies directed at reducing traffic injury must be considered in a global context. Traffic safety is a universal major public health issue. After all, the annual world traffic accident fatality rate today is half a million. By 1995, with increasing motorisation in many countries, this annual world fatality rate will have risen to 1 million.

4. Effective support for traffic

safety education initiatives and programs must come from both government and private sectors.

## Questions

1. In the context of road safety what are we trying to do with education - informing, training, punishing.

2. Are those who legislate or direct the education thrust driven by expediency or conscience? There is evidence that government support for traffic safety education in the school system can wax and wane and even 'evaporate' all together.

3. How much does the moralistic view towards road safety still prevail? General progress in medicine is achieved if disease is regarded as a biological process and not as the punishment of an angry deity. Professionals suspend moral judgement but some laymen still tend more to the moralistic view that illnesses like mental disease, venereal disease and alcoholism are because of weakness of character or a scourge visited upon the wicked or the wages of sin. This moralistic view still prevails in areas of road safety but I believe it to be lessening.

This does not mean we should not make every effort to develop increased moral responsibility not only in motorists but also in negligent and irresponsible manufacturers, repairers of vehicles, highway designers and urban planners.

4. Who should we be educating? Not just our young but also the opinion leaders and the decision makers who need to know the extent of the problem. Also, the professions of medicine, engineering and law who need specialist knowledge of injury biomechanics and control measures. Also the lobby groups with access to political support. Remember, that when educating opinion leaders and decision makers it is stressing the extent of the economic aspect of the public health problem that is important.

5. No one will deny the complexity

of any society in cultural, economic, political and geographic terms. Australia is one of the highly motorised societies and there are many countries attempting to become more motorised, some slowly, some rapidly. Some countries are rich, some are poor. Some border the Pacific basin and come within Australia's area of influence.

6. Looking globally, two major problems exist in attempting to find the way to reduce traffic injury:

- as more and more nations achieve a high level of motorisation the global toll will increase dramatically.

- fully motorised countries like ours have already put in place the first generation of effective traffic safety measures and there is now need to revive existing measures and formulate a second generation of interventions. Education should be part of that second generation of interventions.

## Behaviour Modification

The main reason the road transport system works as well as it does is the inherent flexibility and skillful behaviour of its users manifested most the time.

Traffic safety education must be based on the reality that everyone learns from experience and consequently behaviour problems are set in the light of that experience. Education efforts to modify that behaviour must be in the context of an individual background and culture.

Views conflict on how to modify human behaviour and it is acknowledged that many public education and driver training programs are ineffective. Yet, well-defined behaviour modification programs can be effective if they are realistic and aimed at identifiable problems and targeted at populations that lend themselves to educational interventions.

As stated earlier, there are 5 main strategies for reducing traffic injury.

(a) Exposure control - legislation, fiscal policy and licensing

(b) Crash prevention - road and vehicle engineering

(c) Behaviour modification - knowing, doing, deterring

(d) Injury control - application of crash protection principles

(e) Post trauma management - lay and professional, knowing and doing

This mix will vary from country to country depending on the degree of motorisation and the existing cultural, political, economic and geographic status. Road safety education is involved in all these strategies but in particular in behaviour modification. It is the strategy of behaviour modification (the principles and program options) which should be the concern of this conference.

Problems of education in particular, and modifications of behaviour generally, should be the responsibility of both government and private sectors. Welfare of its workforce should always be the concern of an efficient company. Companies should be encouraged to introduce effective traffic safety programs, bulk purchasing of helmets, seat belts in all company vehicles, rear high mounted brake lights, education programs about appropriate road user behaviour, even company sanctions. Fleet operation and truck driver selection offer excellent opportunities for effective behaviour modification.

Information dissemination as a broad strategy alone has had little influence on reducing traffic injury. The integral components of education programs that should be directed at changing human behaviour are:

- defining the behaviour to be affected
- the target audience
- the specific message

Training of human performance is quite effective for behaviours that occur frequently and are under the direct volitional control of the person e.g. seat belt fastening. Compare this with the hours of normal driving and the rare critical moment when a crash situation develops in a 'split second'. Therefore, we should direct training at behaviours which are under the full volition of the driver, which occur fairly frequently and are highly relevant to safe driving.

Training should be specific not general. Any behaviour training aimed at the general concept of being careful is suspect, whilst specific training for specific danger situations works better.



The three people taking part in the opening session of the 2nd National Traffic Education Conference (from left to right) Mr Harry Camkin (Director, Traffic Authority of NSW), Chairman, Prof. Peter Drake (Pro-Vice Chancellor UNE) the Keynote Speaker, Dr. Gordon Trinca (National Chairman, Road Trauma Committee, Royal Australasian College of Surgeons)

Program selection will depend on a country's level of motorisation, cultural differences, demography and level of illiteracy. Do you educate the masses or high risk groups? This comes down to an economic decision. Thus, no matter how the program choices are made, cost/benefit and cost/effectiveness techniques should always be an integral part of the selection process.

## Traffic Laws & Enforcement

The operating licence to drive is a component of the education process and is a form of exposure control - issuing, controlling, withdrawing are central to achieving safety among road users.

Traffic laws aim to control behaviour and punish anti-social and risk actions. The use of the law, as a positive mechanism for generating behavioural change to reduce the incidence of collision, is still a controversial issue.

The law is only a reflection of a community's values and use of legal sanctions only work if there is a tacit acceptance of the law by the majority e.g. drink driving, speed control.

There is a need for successful evaluation of enforcement programs with a formal process in place to monitor the relative success and therefore reinforce the process of resource allocation.

Selective enforcement means enforcement at the most hazardous loca-

tions, the most hazardous time and the most hazardous operation violations.

This, backed up with publicity, will result in increased public perception of enforcement thereby achieving a maximum deterrent effect.

## Injury Control

The application of crash protection principles should be through national legislation (uniform throughout all States) and by education of opinion formers. Both government and private sectors should be involved.

## Conclusion

Can we change the behaviour of people on the road without also changing social behaviour where aggression, non-caring and voluntary risk taking have almost become the norm?

Consider this quote by Herbert Simon:

"A man viewed as a behaviour system is quite simple. The apparent complexity of his behaviour over time is largely a reflection of the environment in which he finds himself"

Footnote: Copies of the Proceedings of the Second National Traffic Education Conference may be ordered from:

EastAus Management Unit,  
P.O. Box 1213,  
Armidale 2350



## Profiling People

### PETER FINLAY ... HIS BUSINESS IS SAFER DRIVING



Peter Finlay became involved with the Wherrett school in 1969 as much because he was an active racing motorist and could talk with people as his desire to raise funds to travel overseas to pursue his motor sport ambitions. On his return to Australia in 1974, Peter again joined the Wherrett school as well as setting up his own "Learn-to-drive" school. "I soon realised that the ab-initio part of driving instruction had serious shortcomings in that I had to teach people on the public roads, there was little room for the inevitable errors which had to occur and there was very little I could do with safety to show people how difficult it is for anyone to control a car in an unusual situation. I saw drivers who could pass the "driving test" and fervently hoped that they would not get into difficulties before they had a chance to come along and spend some more time with me at the advanced "Car control" course where they could find out about difficult driving conditions."

From 1975 to near the end of 1980, Peter was Wherrett's chief instructor. During this time he altered many of the ways in which the course was conducted so that when he and his wife, Gaye, took over the business they were able to change the emphasis of the school away from "how to get out of trouble" to "how to avoid getting into trouble in the first place".

Peter attended a seminar at Pucapunya in 1981 which focused attention on driver training. The Australian Army were hosts to this conference and the conclusion was that we must work on changing attitudes towards road safety on the part of drivers. Armed with information from the conference, Peter set about further developing the curriculum of the school to achieve this aim. Instructors for the school were selected and trained to pass on a uniform level of instruction based on a safe, sensible approach to driving.

The school still uses exercises to educate drivers about stopping dis-

tances, driver reaction times, effects of vehicle design and maintenance as well as road conditions in relation to their awareness of their responsibilities. Drivers who have completed the 8-hour course have a much higher level of driving knowledge than many other drivers ever attain.

There are still those who question the usefulness of "advanced driving schools". Peter Finlay's answer to this criticism is that his business is still growing because more people are becoming aware for the need to have themselves or their staff trained in safer driving methods. Companies such as Volvo Australia, Shell, the Lend Lease Group, local governments, Medical Benefits Funds and many other national companies use his services on a contract basis. Recently, two clients were able to substantiate Peter's claims. One company, a photographic organisation had trouble finding an insurance company to cover their motor vehicle fleet. They had 8 total insurance write-offs in a 12 month period and numerous lesser claims. The majority of the staff were sent to a Nationwide Defensive Driving School course, an insurance company recognised the possible benefits of the programme and claims dropped by 75% in the first year. Another client, whose drivers handle a wide variety of vehicles within the confines of a car parking station, had a significant problem with "rush hour" dents and scrapes to clients' cars. There was also an element of delinquent behaviour which had resulted in several embarrassing incidents. A visit to the site by Peter Finlay revealed several previously unseen hazards and since the staff have attended a series of Nationwide courses, the number of incidents has dropped to one in a 12 month period.

We asked Peter Finlay what he would like to see changed about the after-licence training he conducts.

"I am aware that the motor racing tracks that we have to use have less-than-perfect connotations, but I am also

acutely aware that the building of a dedicated driver-training site near Sydney would take more funds than I am prepared to commit. Eric Montgomery showed what can be done with community help and a good dose of inspiration, perhaps it is up to private individuals such as Bill Hartnett, John Fraser and me to continue with the work as we are doing. I would like to see Government bodies such as the NSW "Stay Safe" Committee stop taking the negative stance towards advanced driver training. Their views are biased by old research into American trials which, for all we know, may well have used questionable methodology and training systems. There are signs that attitudes are changing, motor-cycle training is now more readily accepted, why not be more open-minded about car driver training?"

Peter Finlay lives in Sydney, he is 45. He conducts Nationwide Defensive Driving School in Sydney and other states according to clients' requirements.

He has operated Nationwide since 1980 having been involved in driver training since 1969. He ran his own learner-driver training school for 11 years.

Peter holds a Commercial Pilots Licence and has used aviation training methods and knowledge to effect in his advanced driving courses.

Nationwide Defensive Driving School,  
40 Northam Drive  
North Rocks NSW 2151  
02 8722923



#### "The Age" Education Unit, Melbourne

Contact: "The Age" Education Unit  
250 Spencer Unit  
Melbourne 3000

"Road Safety" - Reprint Booklet No. 51 (price \$6.00) has been released. In cooperation with the Road Traffic Authority, this resource booklet has been produced to stimulate discussion in schools. It is a reprint of articles which have appeared in "The Age" on topics - planning and physical environment, social responsibility, women and driving, alcohol and drugs, cycling and legal issues.

#### Ballarat Community Education Centre

Contact: Ballarat Community Education Centre  
P.O. Box 223E  
Ballarat East 3350

"Boozing Cruising and Losing" (price \$9.95) has been produced for use in schools. Discount price is available for class sets which also include teachers' notes. The themes in this kit include - the peer group influence; under-age law breaking; motivations for law breaking; young people in the community; young people in the school and family context; understanding the work of the police; social workers, solicitors, magistrates, news reporters; how the Court system operates.

#### Traffic Authority of New South Wales

Contact: P.O. Box 110, Rosebery 2016 NSW  
The "Kids and Traffic" kit is now available at the cost of \$75. The kit was developed and produced by the Traffic Authority of NSW and endorsed by the Child Accident Prevention Foundation of Australia. This is a road safety programme for pre-school children. It includes a calendar; storybook and read-a-long cassette; song and rhythm book and cassette; teacher guides; reward stickers.

## Publications



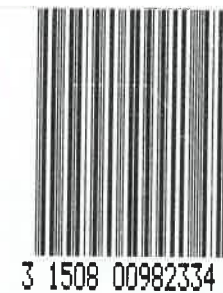
#### New South Wales State Bicycle Committee

Contact: The Secretary  
State Bicycle Committee  
C/- Ministry of Transport  
P.O. Box 1620  
Sydney 2001

Publications listed in Annual Report:  
Spike's Bike Book for Parents of Under Nine Years Olds  
Spike's Bike Book for 9 to 12 Year Olds  
Spike's Bike Book for 13 to 104 Year Olds  
The Be Aware of Bicycle Riders Book  
Use Your Head - Wear a Helmet  
Getting Bicycle Facilities in your Local Area  
Bicycle Bulletin, No. 1, April 1987  
Bike Week Lesson Plan Sets, 1985 and 1986  
Bicycle Riders and the Law

#### Road Traffic Authority, Victoria Transport

Contact: Road Traffic Authority Library  
854 Glenferrie Road  
Hawthorne 3122  
Phone 03 8102666



The publication "Traffic Safety - An Annotated Bibliography, Howard M Brown, Editors Marilyn Bowler, Geoff Warren, Road Traffic Authority, 1988, has been released in support of recommendations by the working party on Traffic Safety Education. The comprehensive bibliography provides information about a range of Traffic Safety Education materials and courses available to schools for P-12 classes.



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