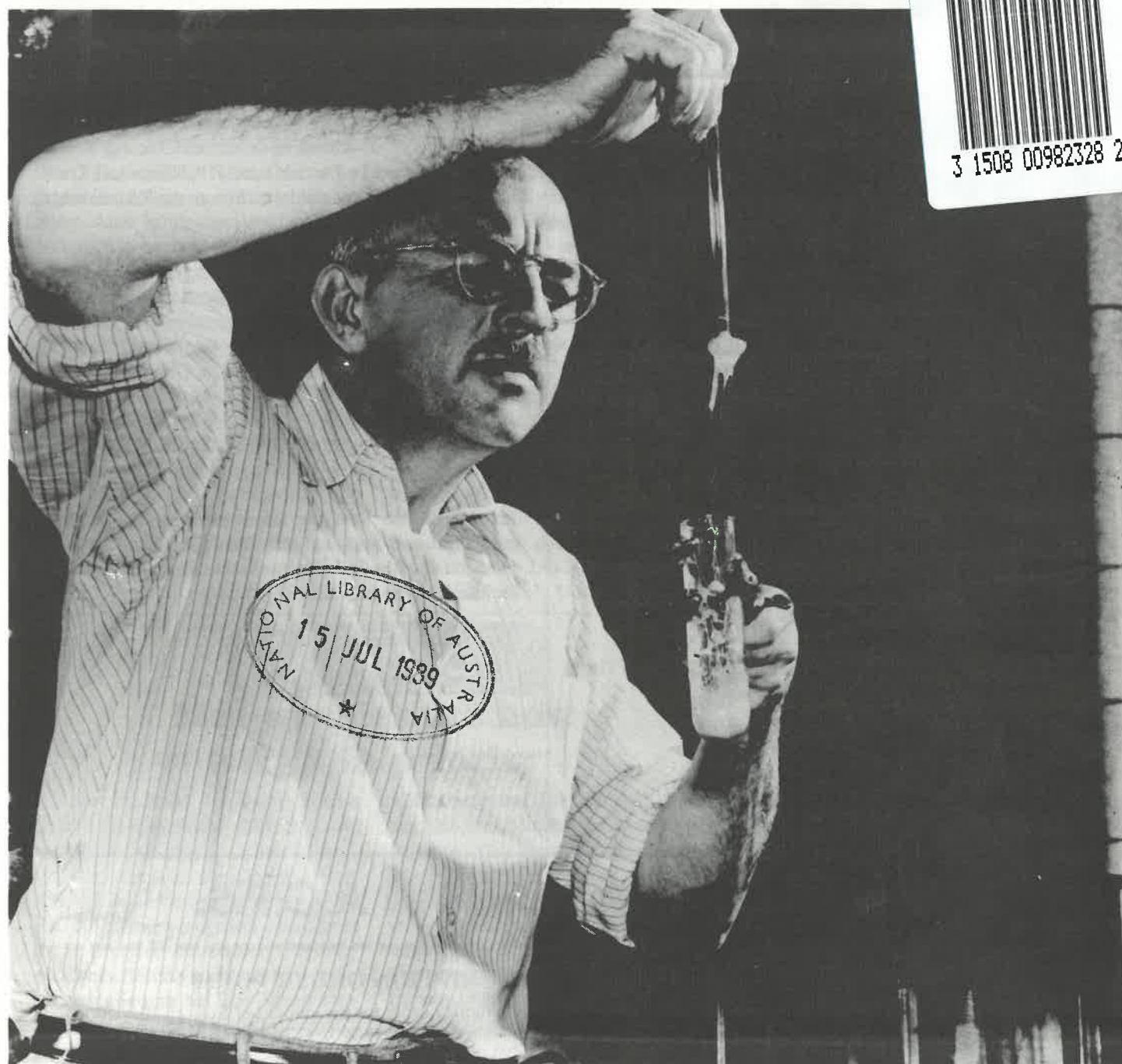


363-1250994
N9
R01A

Du Pont Celebrates the 50th Anniversary of Nylon



The discovery of nylon led to man-made materials that have dramatically enriched the quality of life in many areas including clothing, the home, recreation, electronics, communications, transportation, construction and health care.

ROADWISE

The Journal of the Australian College of Road Safety



Vol. 2. No. 1, March, 1989

Traffic Safety Education at the Tertiary Level

*Brian Maye and
Lyn Jarman*

The New South Wales Traffic Education Centre, a community funded off-road facility in Armidale, has joined with the Armidale College of Advanced Education to offer traffic education courses to pre-service primary teacher education students.

Traffic education lectures are given to all first year students in health education courses, but the most significant contribution is through the Professional Teaching Skills course, "Child Traffic Education", taught as part of the College's Bachelor of Education program.

The course has been offered to second and third year students in the past two years. It has enrolled 33 students in 1987 and 27 in 1988. The course requires 20 hours face-to-face contact over five weeks, with the large practical component of the course utilising the facilities and resources of the New South Wales Traffic Education Centre and lectures in theory and pedagogy held at either the Centre or Armidale CAE.

Four specific areas of Child Traffic Education are studied in the course:

(i) Passenger Safety Education K-6: This area recognises that certain behaviour patterns are established before formal schooling begins, so that passenger safety education is necessary to correct unsafe behaviours and to establish safer behaviours relevant to the maturing passenger.

(ii) Pedestrian Safety Education K-6: This area recognises young

children's limitations as pedestrians, emphasises real experiences in the child's own environment and takes account of parent's roles in educating for pedestrian safety.

(iii) Bicycle Safety Education K-8: This section of the course includes off-road bicycle skills, on-road bicycle skills, first aid, road rules, cyclist protection and inspection of bicycles for roadworthiness. Attitudes, behaviour and knowledge developed in the course also have relevance for later driver education.

(iv) Pre-driver Safety Education K-6: This is a program developed by the NSW Traffic Education Centre in which children are drivers and passengers of "Careful Cobber" cars. It is used in this course to reinforce skills and knowledge learned in the bicycle safety component of the course.

For each of the four areas students examine and develop a rationale, objectives, concepts, content and implementation strategies. With the latter, comprehensive lists are developed and selected strategies are practised. Ways of integrating these into other areas of the curriculum, for example language and social studies, are also considered.

Resources and evaluation are also

emphasised in relation to the four areas. Students are required as part of their assessment to develop resource files containing activities, notes and worksheets which draw upon a wide range of available materials.

Other assessment tasks include preparation of lesson plans, a teaching program for primary classes and review of audio-visual and practical teaching materials. The top students in the course receive the Harry Camkin Award, with the inaugural award in 1987 received by Cathy McShane and Angela Sevil and Leanne Rice being joint recipients in 1988.

In implementing the course practical sessions which involve working with children from local schools were included, along with lectures, workshops and audio-visual sessions. Where practical sessions were included, such as in bicycle safety education, the student teachers first underwent the course themselves, then instructed primary classes in following weeks. It was very significant that in surveys conducted at the end of the course students rated most highly objectives and activities which related to their own development, such as awareness of traffic education needs

continued page 4

ROADWISE

March, 1989

Vol. 2, No. 1

ISSN 1030 - 7168

Published quarterly as the official
journal of the
Australian College of Road Safety
by:

EMU Press,
P.O. Box 1213,
Armidale NSW 2350
Telephone (067) 72 3943

Editor:

Colin Grigg

Publication design:

Paul Joseph

Typeset by:

Pinnacle Promotions

P.O. Box 1306,

Armidale 2350

Ph: (067) 711 099

Printing:

NRMA

151 Clarence St Sydney 2000

Material in **ROADWISE** may be re-
printed freely. Acknowledgement and a
copy of the re-publication would be
appreciated.

Send all editorial contributions and
enquiries about publication to the pub-
lishers.

Send all enquiries about member-
ship applications to:

The Australian College of

Road Safety

P.O. Box 999

Armidale NSW 2350

EDITORIAL CONTRIBUTIONS

Articles for publication in **ROADWISE**
are invited from interested persons and or-
ganisations.

The publisher reserves the right to reject
submissions, modify or reduce the size of an
article at its discretion, but with the approval
of the author.

No payment is offered for articles sub-
mitted.

All articles should be clearly expressed
and should be interesting to read. They
should relate to matters of road safety, opera-
tion of mobile equipment or vehicles or
traffic education.

The publisher requires indemnity from
contributors against damages or liabilities
that may result from publication of all mate-
rial.

CONTENTS

Traffic Safety Education at Tertiary Level	1
Editorial	2
AGM Guest Speaker: Mr George Paciullo	3
Letters to the Editor	4
Briefly	5
Abroad	6
Profiling People - Eric J Montgomery	6
Publications	7

Editorial

The Australian College of Road Safety is one year old. It has been a formative year in which, inevitably, some time has been spent on preparing a constitution and other organisational matters. However, strategies for achievement of the objectives of the College have been considered.

Membership has grown and now includes a cross section of the variety of individuals and groups who are involved in road safety issues across Australia. It ranges from the Federal Office of Road Safety to members of the public who responded to a recent letter from the College to the editor of the Brisbane Courier-Mail.

There is considerable hope for the achievement of the goal set upon the formation of the ACRS, to provide a network for communication, co-operation, promotion and support. There is evidence that there is now a mechanism by which one can benefit from the success or failure of another as new ideas, programmes, projects and campaigns are introduced.

Perhaps more uniformity will develop across Australia in the training and licensing of drivers and riders and in the formulation and enforcement of road rules.

The latter is a continuing problem which is currently being investigated by road traffic officials. Meanwhile, the National Roads and Motorists' Association has provided literature (see publications) to draw motorists' attention to major differences which will be encountered when motorists are travelling interstate.

Proudly sponsored by

**Briefly****Youth At Risk**

A higher proportion of young drivers become involved in road crashes. In an article, "Young Drivers - Overconfident one day... Dead the next!", published in "Road Crash Statistics, Australia", August 1988 by the Department of Transport and Communications, the alarming information is presented.

Young people aged between 17 and 25 years make up 15% of the population but this age group comprises 36% of road fatalities.

Factors which have been identified as contributing to road crashes involving youth are: night driving (particularly at weekends), overloading with passengers of similar age, alcohol, not wearing seat belts.

School Buses

The Queensland Government anticipates that by July 1, 1989 the Transport Department will have taken over from the Education Department in providing bus transport for school children.

Safety is of prime importance in this change.

A regulation will be implemented to ensure that all buses are fitted with dual circuit brakes, so that at least the front or rear brakes function normally in the event of a failure of part of the system.

**Human Error
Causing
Vehicle Crashes**

A research study, conducted by the Australian Road Research Board has focussed on the human errors which cause road accidents. Jointly funded by the Federal and Victorian Governments, the study used previous academic research and in-depth examination of real accidents in Adelaide and Victoria.

The study found that the most common driving faults were: driving straight through an intersection with priority; failing to see; visual obstruction; distraction, including activities in the car; excessive speed; inadequate control; inappropriate evasive action; misjudging speed or position; pedestrian running onto the road.

Surprisingly, excessive speed was rated fifth and was only a causal factor in 4% of cases studied.

**AGM Report:
Guest Speaker,
Mr George Paciullo**

The guest speaker at the annual general meeting of the Australian College of Road Safety held at White City Club, Sydney on February 27, 1989 was Mr George Paciullo.

Mr Paciullo, who was a former NSW Minister for Police and the first chairman of the NSW Parliamentary Standing Committee on Road Safety (STAYSAFE), has been appointed consultant to the Roads and Traffic Authority and chairman of a new committee system to resolve road traffic disputes between local councils and government authorities. When he was chairman of STAYSAFE, random breath testing was introduced in New South Wales with dramatic improvements to the road toll.

Mr Paciullo's address focused on which road safety measures are efficient and effective. He said that it was his emphatic view that, "it is those measures which achieve a change, for the better, in driver attitude and behaviour".

This conclusion was based on four factors.

(1) Every in-depth study into the cause of road crashes generally comes to the same conclusion. Driver behaviour is 65-95% of the cause, the vehicle and environment contribute the remainder of causal factors.

(2) Police reports of each and every fatal crash in NSW over an 18 month period in 1982/83 overwhelmingly showed alcohol, speed, impatience, aggressiveness, stupidity and the like were evident in just about every crash.

(3) The biggest sudden drop ever recorded in Australia of fatal and serious road crashes occurred on 17 December 1982 - the day Random Breath Testing was introduced in New South Wales.

Mr Paciullo said, "it reduced dramatically the previous most fatal of all driver behavioural habits - drinking and driving. There was absolutely no change in the road conditions or the technical skills of drivers which are often blamed for our road toll".

(4) The question was posed, "why do women drivers generally achieve a much better level of safety than their

male counterparts?" Women and men drive under the same conditions but the incidence of women drivers being involved in road crashes is much less. Mr Paciullo drew attention to the fact that women are not technically better drivers but that again, behavioural factors are involved. "They mix alcohol with driving less, are less impatient, and less aggressive," he said.

Mr Paciullo stated that this evidence led to one logical conclusion; "That the most effective road safety programmes that should be promoted are those that come under the category of DRIVER BEHAVIOUR". He elaborated two main thrusts:

(a) effective enforcement in the short term. This entails being caught and strongly penalised.

(b) education especially in schools as a longer term measure.

"Improved road design (like roundabouts) can also bring results as it can, by physical means, force a change in driver behaviour. But, if the driver has an irresponsible attitude, very little, if anything, can protect that person from himself or herself," he said.

Mr Paciullo also drew attention to the licensing system. "Surely there must be a more apt licensing test available to distinguish the suitability, on behavioural safety grounds, those applicants who are let loose on our roads amongst us all". He explained that an awareness of road safety issues is not examined. This should be the first barrier for unsuitable drivers.

In conclusion, Mr Paciullo said, "I leave my thoughts with your college in the hope they will give some leads to the answer of that vexed question, "How can we best act to reduce the daily tragedy and familiar carnage that has cut life off so suddenly and violently in almost every family in our community? - the tragedy and carnage commonly referred to as the road toll".

continued from page 1

and development of skills in areas such as bicycle safety education. These were followed closely by practical teaching skills and activities to develop such awareness and skills in children.

Responses to other items in the surveys indicated high approval ratings for the course, and significant shifts from pre-course survey results in relation to personal knowledge and attitudes related to effectiveness of traffic safety education.

Experience so far with the course indicates that it has been worthwhile in preparing teachers with specialist knowledge and skills which will assist to make more effective the implementation of increasing amounts of traffic safety education materials now being provided for schools. Incorporating a course in Child Traffic Education into the Bachelor of Education degree has been an efficient and cost-effective strategy to provide teachers with specialised skills. The course has been evaluated by Dr Shirley Grundy, University of New England, with a view to packaging it for use in other tertiary institutions, so that it is hoped that in the future many more teachers will have the opportunity to receive specialist training in traffic safety education during their pre-service studies.

Copies of the adjoining poster are available in colour and in wall size from your nearest Ansvar Office: Victoria - 18 Collins Street, Melbourne; Queensland - 157 Ann Street, Brisbane; NSW - 419 Church Street, North Parramatta; South Australia - 55 Gawler Street, Adelaide; Western Australia - 167 St Georges Terrace, Perth.

Diary

The Third Biennial National Traffic Education Conference will be held on February 15 & 16, 1990 at the Campus Conference Centre, University of New England, Armidale NSW.

The second annual general meeting of the Australian College of Road Safety will be held in conjunction with the conference.

Letters To The Editor

Dear Sir,

In common with a great many others who have driven in other parts of the world, I share an ever increasing concern at our apparent inability to achieve a comparable standard of road safety.

It is even more disturbing to note the often used excuse that our roads are somehow to blame when it is most obvious that such roads are no worse than those in other parts of the world and more often than not, much better.

Obviously we do as responsible beings, have obligations to our families, to provide a reasonable degree of safety on such roads.

I would be most interested in having some form of input into an organisation devoted to improving our road safety.

Sincerely

Les Haines

PO Box 2112

Southport QLD 4215

Dear Editor,

I have been receiving your publication since the first issue and I feel I must write to congratulate you on your informative efforts.

The whole question of road safety needs to be given much more attention and it is uplifting to observe the commitment you are making to co-ordinate the various efforts being undertaken.

Life is such a precious commodity and it is indeed distressing to continually hear the statistics that can only mean misery for so many families.

"Roadwise" is doing an excellent job of providing constructive strategies and the kind of information that the sensational media completely overlooks.

We need more of your publication and I can assure you, the work your journal is doing is warmly received.

Regards

Sally Davison

Invergowrie, NSW.

The Ansvar Guide to Good Driving

Driving tips based on 1000s of motor claims.



ANSVAR Insurance for Non-Drinkers.

Vic 18 Collins St, Melbourne 3000 Phone 03 9712 / Qld 157 Ann St, QLD 4000 Phone 221 0440 / NSW 419 Church St, PO Box 2003 N, Parramatta 2601 Phone 063 4366 / SA 55 Gawler St, Adelaide 5000 Phone 252 3854 / WA 167 St Georges Terrace, Perth 6000 Phone 201 6259 / TAS Reserve Bank Building, Canton St, PO Box 382, Hobart 7000 Phone 30 385

Briefly

Proposal For Research In WA

The AMA has proposed to the WA Government that a road trauma research unit be established. Medical practitioners are concerned at the lack of centralised information collection about trends in injury rates and the impact of public education and police campaigns.

They claim there is no detailed data on the total cost to the health system or community of a major road accident victim requiring acute ambulance care, hospital emergency care, intensive care, hospital treatment and long-term rehabilitation.

The AMA proposal draws attention to the work carried out in other states. It claims the need of a trauma research unit because of the high economic cost of road accidents, the lack of a well co-ordinated attack on road trauma and inadequate statistics on the impact of road trauma control measures.

Funds For Roads

Motorists' Associations throughout Australia continue their long campaign for increased spending on roads by the Federal Government. These clubs represent a membership of 4.7 million Australians.

The contention concerns the allocation of funds estimated at \$6.5 billion per annum contributed by motorists in fuel taxes.

Poor Driving Performance

The Queensland Transport Minister has advised that one in three Queenslanders fail their driving tests because of poor training and preparation. The failure rate is higher for applicants for taxi licences.

The main problems causing failure of driving tests include poor steering, wrong positioning on turns, incorrect operation of a vehicle's controls and failure to select the correct combination of indicators, speed and gears for traffic conditions.

How many people
will die on
Australian roads
this year because
of alcohol?

Too many! That's why we provide and support information and education programs to promote healthier, alcohol-free lifestyles. WE CARE.

ANSVAR

Car and home insurance for non-drinkers only

Give us a call today

VIC (03) 650 9711
QLD (07) 221 8449
WA (06) 321 6291

NSW (02) 683 4166
SA (08) 232 1272
TAS (002) 28 6216



"NO THANKS...
I'm insured with
ANSVAR"

Demerit Points

The Queensland Government has announced that it is reviewing the demerit system for vehicle drivers. This system provides for the suspension of licences if nine points are lost within a two year period.

The Australian Transport Advisory Council adopted a uniform schedule which has raised the number of demerit points for some traffic offences.

Drivers who break speed limits by 45 km/hr will lose six points. Motorists who drive without seatbelts or with unrestrained passengers (including children) will lose three points. Other offences which currently do not incur demerit points will be included in the system.



The Road Safety Bureau of the NSW Roads and Traffic Authority assesses aspects of vehicles, motorcycle helmets and restraints. This wheelchair occupant restraint system has been designed as part of this work. It now has the approval of the Standards Association of Australia.

DECA
DRIVER EDUCATION CENTRE OF AUSTRALIA
GOULBURN VALLEY DRIVER TRAINING COMPLEX LTD. INC. IN VICTORIA.
WANGANUI ROAD, P.O. BOX 1034, SHEPPARTON, AUSTRALIA 3630.
TELEPHONE (058) 21 1000 - FAX (058) 22 2472

Profiling People

Mr Eric J Montgomery,

Managing Director of the Driver Education Centre of Australia

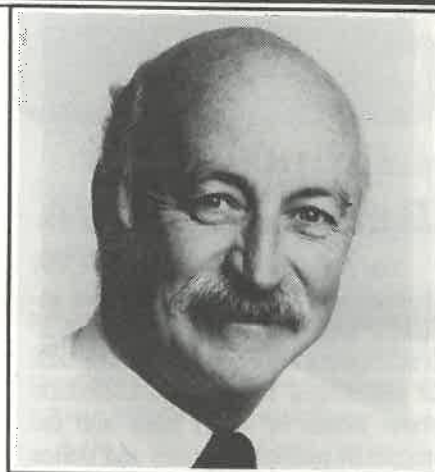
In this edition, readers are introduced to Mr Eric J Montgomery, Managing Director of the Driver Education Centre of Australia, Shepparton, Victoria. Eric is also Chairman of the Australian College of Road Safety. His career began in 1959 in the Victorian Police Force. After being transferred to Shepparton, his interest focused on road safety. He conducted road safety programmes for thousands of school children and public awareness programmes for adults, utilising the local picture theatre.

In 1971 as Sergeant of Police at Shepparton, he began planning off-road driving facilities and addressing organisations about the concept. With support of the Rotary Club, assistance of the Ford Motor Company and endorsement of the Victorian Government, he was able to establish the Goulburn Valley Driver Training Complex (now DECA).

He was seconded from Victoria Police in 1972 to manage the Centre. The facility was officially opened by the Victorian Premier on November 1, 1974.

In subsequent years, as the result of his tireless efforts, funds were raised, support was received and expansion of the original facilities and staff took place. In 1984 the Complex was separated from the College of TAFE to become a company entity trading as the Driver Education Centre of Australia. In 1987, through promotion in the international market, DECA's services were extended to Papua New Guinea, Fiji and South-East Asia.

Throughout the period of development at Shepparton, Eric Montgomery has travelled extensively overseas, updating his knowledge and incorporating the latest ideas and technology into programmes at DECA. His visits in 1978, 1980, 1981, 1982, 1985, 1986,



1987 and 1989 have taken him to England, Sweden, Germany, Japan, USA, Canada, Scotland and South Pacific countries.

He has presented papers at various seminars and enquiries including the Transport Regulation Board (1982), Federal House of Representatives Standing Committee on Road Safety enquiries, Australian Institute of Petroleum, road trauma seminars. He speaks regularly at various conferences such as Transport Industry Advisory Council, Canberra, and Society of Automotive Engineers, Melbourne.

His membership of many organisations includes;

- American Motorcycle Safety Foundation (Instructor)
- New South Wales Traffic Education Centre (Consultant)
- South East Queensland Driver Education Centre (Advisor)
- Geelong Traffic Safety Centre Committee (Inaugural Member)
- Chartered Institute of Transport (Member)
- Ambulance Officer Driver Training Sub-Committee (Member)
- ROSTA Motor Cycle Committee (Member 1981-82)
- Standing Committee for Traffic Safety Education (Member)
- Victorian Road Transport Industry Training Committee (Member)
- Bus Course Committee (Member)
- Institute of Road Safety Officers (Member)
- International Association of Driver Educators for the Disabled (Member & Committee Chairman)
- Committee for Heavy Vehicle Endorsement (Member)

In recognition of his work, in 1988 Eric Montgomery was appointed as a Member in the General Division of the Order of Australia (AM).

Abroad

Motorcycles are now a NHTSA priority

The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) recently announced a final rule that adds motorcycle safety to the list of priority programs considered most effective in reducing highway accidents, injuries and deaths.

According to NHTSA Administrator Diane K Steed, programs deemed a national priority by NHTSA and FHWA are eligible for funding through an expedited process under the State and Community Highway Safety Grant Program.

Current NHTSA priorities are occupant protection, police traffic services, emergency medical services, traffic records and alcohol countermeasures.

"Motorcycle crashes are a serious safety problem, accounting for about

4,500 deaths and 164,000 serious injuries each year. Motorcycles have a fatality rate per mile travelled that is 20 times that of automobiles," Steed said.

NHTSA also clarified that programs to fight drugged driving are eligible under its Alcohol and other Drug Countermeasures program. In addition, the term highway safety "standard" will be replaced with "guideline" to conform with requirements of the Surface Transportation and Uniform Relocation Act of 1987.

The Surface Transportation and Uniform Relocation Assistance Act of 1987 requires DOT to determine which highway safety programs are most effective. The new national priority program designations become effective Oct 1 1988.

Reprinted from "Centreline",

newsletter of the Washington USA Traffic Safety Commission, June 1988



Publications



"Review of Literature on Driving Performance Measures and Licence", Dr Wendy Macdonald, Road Traffic Authority of Victoria (for Federal Office of Road Safety) Report CR 57, November 1987.

The purpose of this report was to review literature relating to car driver licence testing. Major objectives of testing systems were identified as establishing competence and setting a standard. The review brings together current knowledge relating to driver behaviour and to studies of "unsafe" driver behaviour, against which licence tests might be evaluated.

Studies of licence tests are discussed and recommendations made regarding tests, which should be considered for adoption in Australia

Ninety one references from literature are listed in support of this work.

"Interstate Traffic Regulations", published by the National Roads and Motorists' Association, November 1987.

"The Motor Vehicle, Society and the Law", Andrew Terry, CCH Australia, 1983.

"Where To Break Your Journey Around New South Wales", Roads and Traffic Authority of NSW (pamphlet).

"Going Around In Circles Lately?", Roads and Traffic Authority of NSW (pamphlet on how to use Roundabouts).

The PASS Program (Plan a Safe Strategy) which is a drink-driving prevention program for teenagers has been prepared in kit form.

Details may be obtained from the Alcohol and Drug Programs Unit, Department of Education, Queensland.

"Universal Driving Manual", EV Orloff, 1987.

In each edition we have listed some important books, pamphlets and teaching aids. The publishers would be pleased to receive information about other publications for inclusion in future issues.



SUBSCRIBE To RoadWise, JOIN A.C.R.S.

Simply fill in the coupon at right, clip it out and mail it with your contribution to:

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

- Personal membership to A.C.R.S. and subscription to RoadWise - \$15.00
- Public, Business or Community membership to A.C.R.S. and subscription to RoadWise - \$30.00
- Subscription to RoadWise for non-members - \$9.50

(Subscription rates include postage within Australia)

SUBSCRIPTION ORDER FORM

I enclose my cheque/money order for the amount of \$.....for:
☐ Annual membership of A.C.R.S. & Subscription to RoadWise
or ☐ Annual Subscription to RoadWise

Membership Class ☐ Public ☐ Business ☐ Community ☐ Personal

Dr/Mr/Mrs/Miss/Ms _____

Title _____

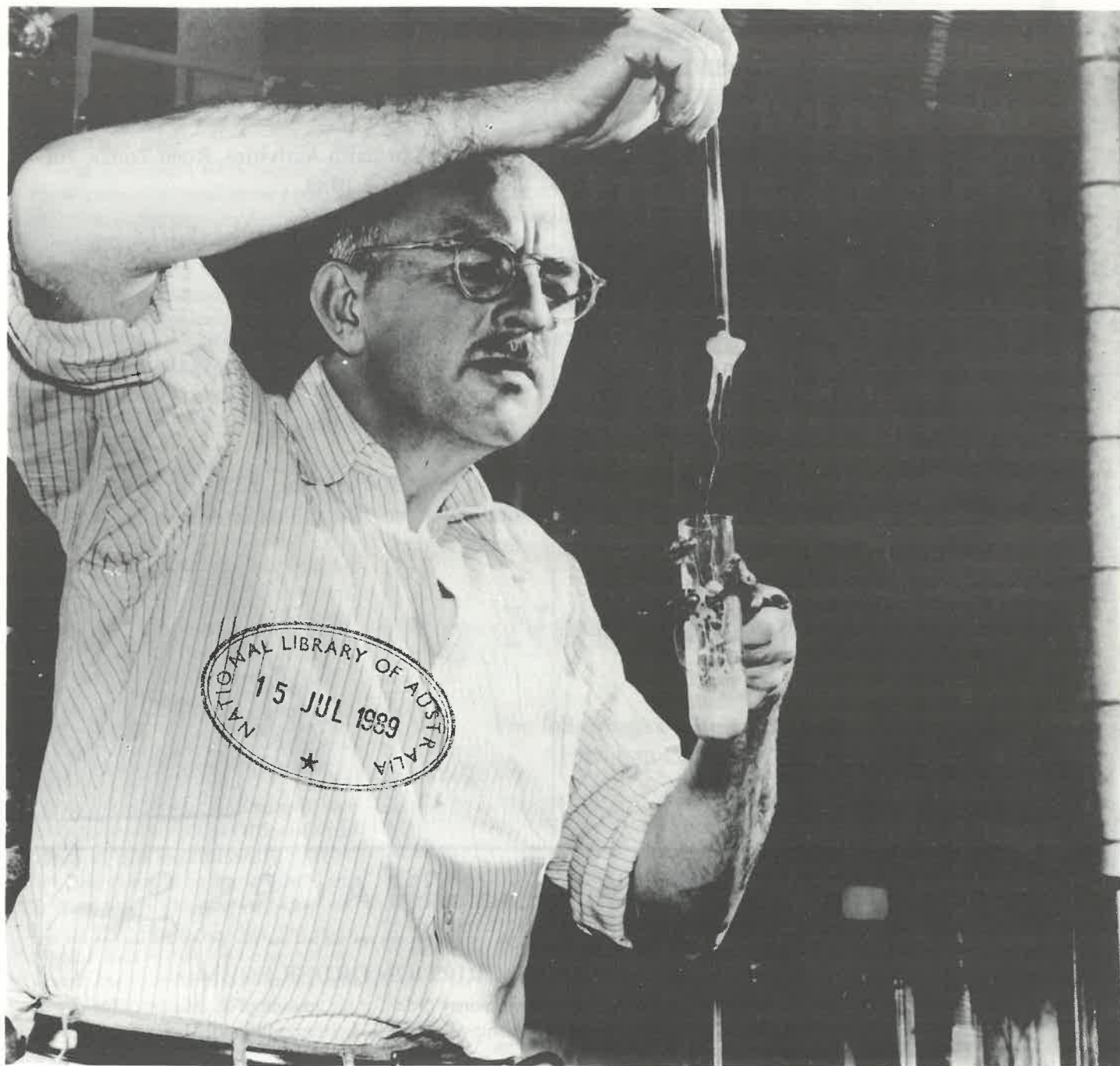
Organisation _____

Address _____

Postcode _____

Signature _____

Du Pont Celebrates the 50th Anniversary of Nylon



The discovery of nylon led to man-made materials that have dramatically enriched the quality of life in many areas including clothing, the home, recreation, electronics, communications, transportation, construction and health care.



DuPont
Shaping the Future
50th Anniversary of Nylon



ROADWISE

The Journal of the Australian College of Road Safety



Vol. 2, No. 2, May, 1989

The Human Factor In Traffic Accidents

by Irena Kubarek

Scientific work on accident prevention started in the 1920's and it was established decades ago that 80% of accidents were caused by human mistakes. Today, with the technology so much advanced and imposing still greater demands on the driver, human mistakes contribute to 90% of the causes of traffic accidents.

Well before the second World War, Psychologists, in co-operation with Engineers, had developed methods of detecting, in advance, the individuals who will cause accidents, because of certain psychological deficiencies. It is 10% of the population which causes 75% of accidents. Exclusion of those people from holding driving licences would prevent many accidents.

Education and traffic control measures are effective if they are directed towards people who have sufficient capabilities, aptitude and skills to perform at an acceptable level. But there are individuals who cannot attain this level of responsibility. In my work, I have seen a number of people who should not ride a bicycle on the streets and yet they work as taxi, bus and truck drivers.

Driver selection methods are well established and have achieved considerable success. Some 200 organisations in 51 countries claim up to 60% reduction in the number of accidents. This supports the effectiveness of psychological testing in comparison with other safety oriented measures.

Irena Kubarek holds a Master in Psychology. She is the Manager of Industrial and Transport Psychology Laboratory in Brisbane. Before migrating to Australia, she had 10 years experience in accident prevention and some years working in a psychiatric hospital.

Further evidence of success of the technique is provided by data from the Warsaw Institute of Road Transport for trucks and buses. This represents statistics for a 26 year period, during which various methods were tried, with the introduction of psychotechnical testing in 1974.

Prior to 1974, a number of measures had been introduced including:

(1) High standard training, with parallel theoretical and practical lessons, including defensive driving; the period was six weeks for amateurs and three months for commercial drivers.

continued page 4

Objectives of the Australian College of Road Safety

The objectives of the Australian College of Road Safety are to:-

Foster closer communication, co-operation and support among all groups and individuals working at all levels in road safety and traffic education programs.

Provide a focus for dissemination of information on road safety and traffic education in Australia and from overseas.

Encourage community groups to work for the reduction of the road toll.

Encourage the professional assessment, evaluation and monitoring of road safety programs, and to promote those that are most effective.

Provide a forum for promotion of workable road safety initiatives through appropriate government and private bodies.

Encourage the provision of an environment of care and support for victims of road trauma.

ROADWISE

May, 1989

Vol. 2, No. 2

ISSN 1030 - 7168

Published quarterly as the official
journal of the
Australian College of Road Safety
by:

EMU Press,
P.O. Box 1213,
Armidale NSW 2350
Telephone (067) 72 3943

Editor:
Colin Grigg

Publication design:
Paul Joseph

Typeset by:
Pinnacle Promotions

P.O. Box 1306,
Armidale 2350
Ph: (067)71 1099

Printing:

NMRA

151 Clarence St Sydney 2000

Material in **ROADWISE** may be re-
printed freely. Acknowledgement and a
copy of the re-publication would be
appreciated.

Send all editorial contributions and
enquiries about publication to the pub-
lishers.

Send all enquiries about member-
ship applications to:

The Australian College of
Road Safety
P.O. Box 999
Armidale NSW 2350

EDITORIAL CONTRIBUTIONS

Articles for publication in **ROADWISE**
are invited from interested persons and or-
ganisations.

The publisher reserves the right to reject
submissions, modify or reduce the size of an
article at its discretion, but with the approval
of the author.

No payment is offered for articles sub-
mitted.

All articles should be clearly expressed
and should be interesting to read. They
should relate to matters of road safety, opera-
tion of mobile equipment or vehicles or
traffic education.

The publisher requires indemnity from
contributors against damages or liabilities
that may result from publication of all mate-
rial.

CONTENTS

The Human Factor in Traffic Accidents	1
Editorial	2
Server Intervention	3
Abroad	3
Advanced Driving Centre	4
Traffic Trauma and Time	5
Briefly	6
Publications	7

Editorial

It is an adage that what we can get out of something depends on what we put into it. The extent and value of what we receive depends on the effort we contribute.

The Australian College of Road Safety will be an implement for alleviation of human tragedy and concomitant monetary costs if there is widespread participation in furthering its objectives. The community will benefit, with greater safety, if there is sufficient input in a co-ordinated campaign.

In his address to the second National Traffic Education Conference in which he proposed the establishment of the College, Dr Brian Connor suggested that membership, "would be restricted only by a capacity for concern". The potential for participation is enormous if the general concern about road trauma is reinforced by action.

Existing members of ACoRS and readers of "Roadwise" are encouraged to personally enlist other people to the organisation. This will ensure strength in terms of the union of diverse expertise and experience.

The executive committee is preparing a strategy which deserves community support. It includes the following projects/programmes:

- Establishment of a national defensive driving campaign.
- Establishment of national sponsors.
- Introduction of fellowships and scholarships to encourage work in road safety.

Proudly sponsored by **NMRA**

Server Intervention

by Brian Connor

In its 1987 Report "Death and Injuries on the Road: Critical Issues for Legislative Action and Law Enforcement" (by Ross Homel and Paul Wilson), the Australian Institute of Criminology identified Server Intervention as a strategy worthy of closer investigation as a positive way of helping the community in general and car drivers in particular deal with the consumption of alcohol in a more socially acceptable way.

Server Intervention is a training program for workers in places where alcohol is served. It is based on the philosophy that alcohol may be used responsibly, that people in the industry can be advised about the use of alcohol and that this may help put the establishments in which they work on a sounder management basis. Australian initiatives in this area have centered on Queensland where work in this field over the past decade resulted in the world's first International Conference on Responsible Hospitality Practices being staged in Brisbane in mid 1988. At that conference a national network relating to responsible hospitality practice was formed and this has representation across Australia. As part of the policy of the Commonwealth Department of Community Services and Health national guidelines for server behaviour are being drawn up this year.

The Australian work has paralleled that in the United States of America initially and now in Canada where Government promotion of responsible hospitality practice has important legal implications for any liquor outlet in terms of liability and training of servers. The Surgeon General's Workshop on Drunk Driving produced guidelines for Business Practices in terms of staff behaviour (December, 1988) and another international conference about these matters is to be held in California. The Australian network will meet in Brisbane in the middle of this year. (Contact Russell Carvolth, Georgina Watt, Patron Care Program PO Box 8161, Brisbane 4001; Phone: 07 2362400).

At present the Armidale group (representatives from the Dependency Resource Unit, Armidale and New England Hospital; the Armidale and District Community Consultative Committee

and the NSW Traffic Education Centre) are investigating implementation strategies for a server intervention program in a rural New South Wales setting.

About the Author

Brian Connor graduated MBBS, University of Melbourne in 1962. He pursued post-graduate studies in paediatrics and obstetrics. His work in a Mission Hospital in South Africa from 1967-1970 is an example of his working life commitment to serving other people.

Apart from his regular work as a medical practitioner, he has also worked to improve health education, aboriginal health care, country medical service and road safety.

His dedicated efforts have been to the fore in establishment of the Traffic Safety Committee (an Advisory Committee of Armidale City Council) in 1976 and the New South Wales Traffic Education Board in 1981. He has been Vice-Chairman of the former and Education Director of the latter since their formation.

He received the Armidale Citizen of the Year Award in 1982 and was the recipient in 1985 of the Graeme Grove Medal presented by the Royal Australasian College of Surgeons.

Abroad

The shareholders of Daimler-Benz will be holding their annual meeting in Berlin in June 1989.

Some major strategies are predicted to emerge in the company that invented the motor car. Some of these relate to safety features. For reasons known to itself, its promotion over several decades has not highlighted the innovation in vehicle safety which it has achieved. eg In the USA, progressively from next year, USA authorities will make air bags mandatory. Benz developed this driver's air bag as a survival device some ten years ago.

Some of their research has shown horrifying results, particularly in relation to the "survival space" theory which is the basis of all crash testing of new vehicle designs. Vehicles designed to meet the required test (a 100% overlap or the crashing of a vehicle head-on into a concrete block and observing dummy survival and passenger module intrusion) would result in death or severe injury to passengers in real life.

The reason is that the occurrence of offset head-on collisions (45% overlap) is three times more frequent than direct head-on collisions (100% overlap) and the former have more drastic effects. In offset head-on collisions, less than 50% of the front corner of the vehicle is impacted.

It has been pointed out that no safety legislation in the world refers to the most common type of crash - the offset collision. The National Highway Traffic Safety Administration in USA has, as its requirement, a 100% head-on impact into a concrete barrier of a vehicle travelling at 56 km/h. It has been estimated at Daimler-Benz that this test represents only 2% of all real life crashes.

Diary

The Third Biennial National Traffic Education Conference will be held on February 16 & 17, 1990 at the Campus Conference Centre, University of New England, Armidale NSW.

The second annual general meeting of the Australian College of Road Safety will be held in conjunction with the conference.

continued from page 1

(2) Regular education through the media since 1867.

(3) Permitted blood-alcohol level reduced to 0.02 in 1968-1970.

(4) Mobile radar traps have functioned since the early 1970's.

The dramatic and permanent improvement in road safety occurred in 1975, following the introduction of psychotechnical fitness-to-drive assessment scheme. The Transport Act now reads:

"Road Safety depends on a driver's ability to act appropriately and promptly to a road situation. The ability for such behaviour depends on an individual's psychological features. The aim of psychotechnical examination is assessment of psychological fitness to operate a vehicle, to exclude those candidates or

drivers who are physically fit but, due to psychological deficiencies should not be allowed to drive".

Some 450 Psychologists are licensed to carry out the testing and 160,000 - 180,000 commercial drivers undertake the test every year. Other private drivers involved in accidents are tested before continuing as drivers after an accident.

If we are serious about decreasing the number of accidents, we have to look at the people who are permitted to drive. Do we have to learn the hard way? Cannot we learn from others' experience.

Lots of money has been spent on research work to find an effective method of accident prevention.

It does exist.

ADVANCED DRIVING CENTRE

Jim Murcott's ADVANCED DRIVING CENTRE is an Australian company, based near Melbourne, which operates driver training courses across the country.

The courses are mainly practical defensive driving programmes, operated for large companies and Government departments to reduce collisions and their costs.

The ADC's CAR CONTROL COURSE is a full-day programme which combines theory and discussion. Practical driving manoeuvres, undertaken at legal town driving speeds, increase driver skills steadily through the day to achieve a dramatic overall improvement.

The course has been designed progressively over more than 15 years, with the assistance of driver training specialists around the world. Input by psychologists on tuition techniques has been extensive. Improvement in driver attitude and awareness is the key factor in this programme's effectiveness.

Some of Australia's largest compa-

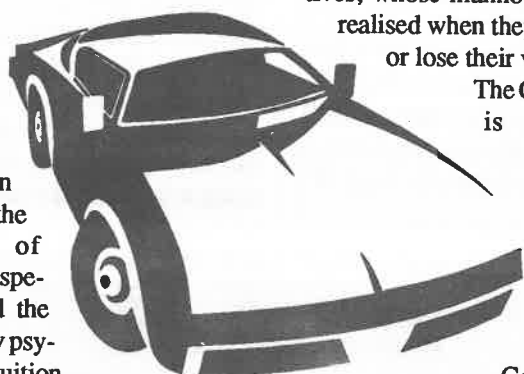
nies have reported reductions of 75 to 80 per cent in collision statistics after this course has been undertaken.

Huge savings in on-costs are also reported in areas affected by collisions - such as lost work time, increased insurance premiums, replacement and hire vehicles, internal paperwork and injury risk.

Not only do companies send their on-road sales staff to the course, but also maintenance technicians and executives, whose manhour values are only realised when they are incapacitated or lose their vehicles.

The Car Control Course is Australia's only truly standardised national programme. ADC's Melbourne instructors have travelled as far as Perth and Collie (Western

Australia), Port Augusta and Mount Gambier (South Australia), Tamworth and Wagga Wagga (NSW), Rockhampton and Mackay (Queensland).



Briefly

Funding for NSW Roads

Funding for the State's roads will be increased because of the Government's recent "Accelerated Road Safety and Road Improvement Programme".

The revenue is to be raised by a three cents per litre levy on petrol and used for several urgent initiatives. These include \$50 million for a state-wide traffic safety programme; \$12 million for replacement of timber bridges; \$314 million will be allocated to major arterial roads; \$124 million will be used to enhance major road rehabilitation and local projects; freeway development will be expedited with \$100 million.

Home Safely

A new campaign has been launched by the Distilled Spirits Industry Council of Australia, supported by NCADA as part of the National Drug Offensive. It is called "Home Safely" and is a campaign to encourage responsible family discussion on the issue of driving and alcohol.

The campaign is dealing with the issue that road accidents, involving young people affected by alcohol, are a major factor in the road toll. Its strategy is to encourage families to discuss the subject and take steps to prevent occurrence of alcohol affected driving. It is relying on parents to take a major role in educating their children to understand the many risks in driving while affected by alcohol.

The proposed family activities include objective discussion; acceptable family behaviour decisions; discipline within the family; alternative transport; and suitable parental role models.

Details of the programme are available from the: Co-ordinator Home Safely, PO Box 417, Port Melbourne 3207 Victoria.



TRAFFIC TRAUMA AND TIME

Time as a Dimension in Road Safety

The time dimension holds the answers about the extent to which the trauma, resulting from road traffic crashes, can be brought under control. Matters related to time are not limited to comparisons of past and present road crash statistics or predictions about the extent of road trauma in the future, as developing countries of the world become more motorised. Time is a factor in the implementation of road safety programs.

Without reasonable co-ordination some programs may be politically expedient but economically wasteful. Improving the road environment may be only a partial short-term solution to the problem. The education of young children, in order to influence attitudes towards safe behaviour could be a long-term strategy. Also, technology brings new horizons for the future which may bring solutions not known at present.

Technology has taken man to the moon and enabled many other amazing achievements which, in former times, were unbelievable. How much belief can we place in the claims for technology in making the road toll a thing of the past?

Technology for the Future

Some new development are not yet in general use and are installed only in "mobile laboratories" or vehicles affordable only by the very wealthy.

These include:

An infra-red "night vision" system, developed by General Motors, which detects objects at five times the distance of headlamp penetration.

Japanese systems which stop a vehicle when a driver is too drunk or sleepy to be in control.

On-board computer monitors to show tyre pressure; some American systems can adjust pressures automatically.

Some microchip innovations related to vehicle safety and driver decision making.

It has been predicted that electronics will be used to take control of the vehicle from the driver. The major research in this area is based on remote guidance systems which operate with sensors submerged in the roadway. The concept uses a combination of sensing technologies - laser, infra-red, radar, visual and ultrasonic to monitor the space in conjunction with an electronically controlled engine, brake, suspension and transmission systems, instantaneous information and indicators are available for decision making about safe overtaking and avoidance of collision.

A glimpse of the high technology potential was possible at the 1989 Brisbane International Motor Show. Making its first Australian appearance was the Mitsubishi HSR Coupe (HSR is High Speed Research). This vehicle is equipped with a computerised operational control system which collects information from road sensors to monitor G-forces, driver reactions, road conditions, side winds and distances between vehicles. The information is used for the co-ordination of the running, steering, braking and navigation of the vehicle. The purpose is to allow all drivers to drive safely under any type of conditions. The manufacturers claim that it has become possible for a driver of average skills to drive safely at 300 km/h, which is beyond the speed of human response.

Apart from wondering why such speed should not be confined to aerodynamic transport, questions of time span arise once more. How long will it take to reduce the cost of the Mitsubishi HSR from \$750,000 to an affordable level? How long will it take for some Government to invest in the infrastructure which provides the sensing facilities?

Education or Technology

For decades, Australian Governments have favoured programs which modify the vehicles (crash-proof features) or the environment (traffic systems, flexible roadside "furniture"). Governments have been less supportive

of education programs which attempt to start with pre-school children and provide them with training in knowledge, skills and attitude throughout the period of their education. In some quarters, the effectiveness of road safety education has been held in suspicion. Yet, the effectiveness of such a long term program has hardly been tested - this also needs time.

Are we likely to go the path of technology for technology's sake? Is it a costly alternative to follow the technology path? If the cost of new technology cannot be kept to a reasonable level (ie, absorbed in such a way that the future cost of vehicles and traffic systems is not more than what it would otherwise be with current technology and prices adjusted only by inflation) what can be achieved with the additional cost? If a more expensive system is adopted, is this the price that society, through its economic system, has to pay to permit incompetent, careless, intoxicated and illegal drivers on the road as an alternative to developing a society of competent, caring and responsible people?

Perhaps life-long education of users of traffic systems (drivers, riders, passengers and pedestrians) is more achievable, more cost-effective and more desirable.

Editor

Letters to the Editor

Dear Editor,

For years now, I have experienced anger and frustration at the sloth of politicians in failing to deal with our greatest national tragedy.

All of us, directly or indirectly, have been affected by the slaughter. Yet it seems to attract far less attention and a lower public response than drugs, rainforests, land rights or Pine Gap.

No one marches in the streets and no one carries placards.

Why not?

Yours sincerely,

P C Wilson
39 Deagon Drive
Anglers Paradise 4216

Briefly

Cancellation of Driver Licences

The NSW Parliamentary Standing Committee on Road Safety has presented a report to the Government entitled, "Immediate and Certain Loss of Licence for Extreme Drink Driving".

The report provides some alarming facts about people who consume alcohol and then drive:

- In 1987 some 6476 people were found guilty of a blood-alcohol reading of 0.15% or higher.

- Research shows that drivers with a reading of 0.15% or higher are 25 times more likely to have an accident.

- High blood-alcohol in drivers, "is a crucial factor in about 2000 deaths and about 1000 hospital admissions each year", and medical costs resulting from serious drink driving are \$200 million each year.

The Committee has recommended amendments to the NSW Motor Traffic Act modelled on similar provisions in Victoria. Under the new proposal, drivers with 0.15% blood-alcohol reading or higher, or who refuse a breath test, will be required immediately to surrender their licences. (A reading of 0.15% is three times the legal limit in NSW).

Road Crash Statistics

A survey which summarises data collected by the Federal Office of Road Safety on fatal road crashes in 1984-85 has been released by the Federal Land Transport and Shipping Minister, Mr Brown. Mr Brown said that the study provides information which has not previously been available and which could now be used to plan initiatives to improve road safety. Some of the findings include:

- Half of fatal road crashes occurred in rural areas.
- More pedestrians over 60 years of age were killed than any other single age group.
- 60% of motorcycle fatalities occurred in urban areas - most at weekends
- 10% motorcyclists killed were not wearing safety helmets and most motorcyclists were males aged less than 25.

How many people
will die on
Australian roads
this year because
of alcohol?

Too many! That's why we provide and support information and education programs to promote healthier, alcohol-free lifestyles. WE CARE.

ANSVAR

Car and home insurance for non-drinkers only

Give us a call today

VIC (03) 650 9711	NSW (02) 683 4166
QLD (07) 221 8449	SA (08) 232 1272
WA (06) 321 6291	TAS (002) 28 6216



"NO THANKS...
I'm insured with
ANSVAR"

New Members

The following new members have joined the
Australian College of Road Safety.

Corporate

National Safety Council of Australia (Mr Jim Whitney, Qld State Director)
St John Ambulance Australia (Mr S Johnson, Training Manager)
Cumberland College of Health Sciences
Neurosurgical Society of Australasia Inc (Mr G A J McCulloch, Secretary)

Personal

Dr D T Cass (Staff Paediatric Surgeon, Westmead Hospital, NSW)
Dr R F S Job (Lecturer, Department of Psychology, Sydney University)
Mr Alan McDonald (Thornlands, Queensland)
Mr Scott Maclean (Research International Australia, Beaumaris, Victoria)
Mr B Harvey (Gympie, Queensland)
Ms Irena Kubarek (Industrial & Transport Psychology Laboratory, Indooroopilly, Queensland)
Mr David Wrigley (Driving Instructor for Disabled, Drummoyne, NSW)



Publications



"The Australian Driver's Handbook", E.A Huxtable, John Fairfax & Sons Ltd, 1987.

"Bike Ed" (Kit), Road Traffic Authority of Victoria, Revised edition, 1988.

"Road Safety Resource Package for Community Groups" (Kit), Federal Office of Road Safety, 1988.

"Driver Education Program For Community Adult Education", Department of Education, Northern Territory, 1984.

"Northern Territory Code Book Supplement", Department of Education, Northern Territory, 1984.

"Street Sense" - Road Safety Education Program, Level Two, Years 3-6, Road Traffic Authority of NSW, 1988.

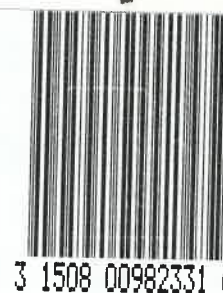
"Are You In Control?" - Health Activities, Road Traffic Authority of NSW, 1988.

"Belt Up" - Health Activities, Road Traffic Authority of NSW, 1988.

"Bike Safety - 1" (VHS Video), Video Factory, for Shire of Ballarat, 1988.

"Immediate and Certain Loss of Licence for Extreme Drink-Driving (Staysafe 13)", Joint Standing Committee Upon Road Safety, NSW Parliament, April 1989.

"Cuddling Babies Can Kill - Prenatal Version", (Video) Road Traffic Authority of New South Wales.



SUBSCRIBE To RoadWise, JOIN A.C.R.S.

Simply fill in the coupon at right, clip it out and mail it with your contribution to:

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

- Personal membership to A.C.R.S. and subscription to RoadWise - \$15.00
- Public, Business or Community membership to A.C.R.S. and subscription to RoadWise - \$30.00
- Subscription to RoadWise for non-members - \$9.50

(Subscription rates include postage within Australia)

SUBSCRIPTION ORDER FORM

I enclose my cheque/money order for the amount of \$.....for:

☐ Annual membership of A.C.R.S. & Subscription to RoadWise
or ☐ Annual Subscription to RoadWise

Membership Class ☐ Public ☐ Business ☐ Community ☐ Personal

Dr/Mr/Mrs/Miss/Ms _____

Title _____

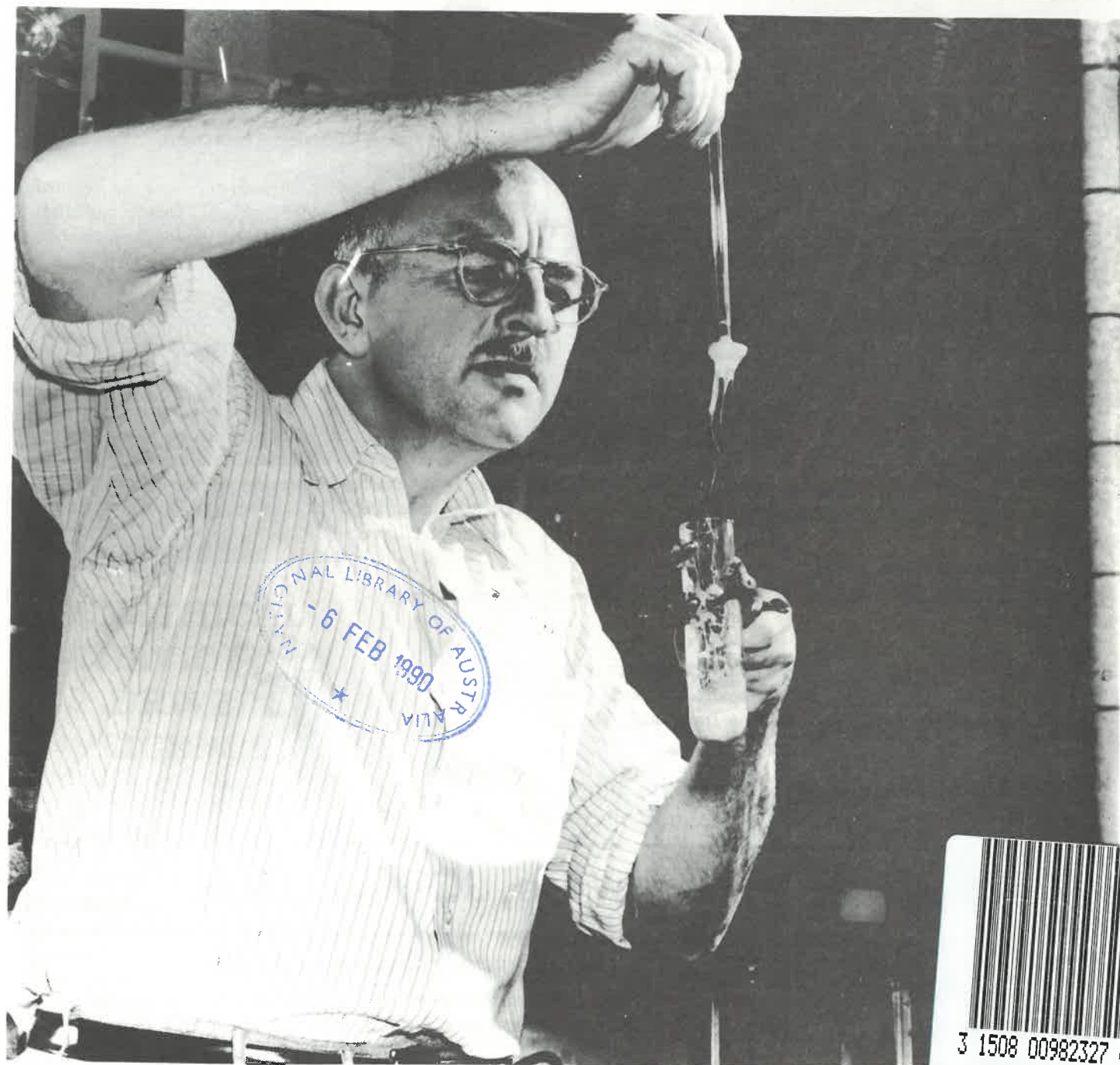
Organisation _____

Address _____

Postcode _____

Signature _____

Du Pont Celebrates the 50th Anniversary of Nylon



DuPont
Shaping the Future
50th Anniversary of Nylon

The discovery of nylon led to man-made materials that have dramatically enriched the quality of life in many areas including clothing, the home, recreation, electronics, communications, transportation, construction and health care.



ROADWISE

The Journal of the Australian College of Road Safety



Vol. 2, No. 3, August, 1989

OPERATION BIG BROTHER

Police in four States launched the biggest traffic operation ever conducted in Australia in June this year.

Operation Big Brother was an all-out effort by Police from New South Wales, Victoria, Queensland and South Australia to encourage truck and tourist coach operators to drive safely.

All available Highway Patrol units patrolled major roads and highways across eastern Australia on a 24 hour basis, supported by Roads and Traffic Authority (RTA) inspectors and officials from the Department of Transport and Communications.

In New South Wales, Police from metropolitan areas were re-deployed to assist with patrols of country routes.

Maximum use is being made of stationary and mobile radar units and Random Breath Testing (RBT) operations. Police again used unmarked and spotter vehicles.

The Commissioner of NSW Police, Mr John Avery, said that special attention would be given to major routes such as the Hume, Pacific, New England, Newell, Oxley, Princes and Great Western Highways.

"Operation Camouflage, conducted on the Hume Highway earlier this year, was the first step in our campaign to crack down on irresponsible drivers of heavy vehicles. Operation Big Brother is the next".

"This is the first time that four State Police Forces have combined to carry out such a major operation. I am confident Big Brother will be the forerunner to other joint campaigns," Mr Avery said.

The maximum speed limit for heavy vehicles in NSW was increased to 100km/h in July last year. In 1988 however, fatal crashes involving semi-trailers increased by 94 percent.

Supt Merv Lane of the Traffic Operations Group, said there had been a levelling-off in the number of heavy vehicle accidents in recent months, and he attributed this to improved co-opera-

tion by the trucking industry and an increase in Police enforcement activities.

"It is far too early to tell however, if this trend is just seasonal. The public perception is that many truck and coach drivers not only speed, they also drive in a dangerous manner, by convoying, tailgating and intimidating other road users.

It must be noted that there are huge numbers of heavy vehicles on Australian roads. For example, an average of 3,500 trucks and coaches use the Hume Highway every day".

"A recent RTA survey found that close to 20 percent of heavy vehicles exceeded the speed limit on two-lane rural roads during the day. At night, more than 50 percent of trucks were guilty of speeding," Supt Lane said.

"Problems Police encounter include not only speed, but fatigue, intimidation, and unsafe vehicles. While most drivers observe the traffic laws, it is apparent that a few operators are continuing to put their foot down, placing their lives and the safety of other road users at risk".

"Obviously, the behaviour of a minority of truckers is doing great harm to the reputation of the industry. For this reason, I believe the community and the majority of truck drivers will support our decision to undertake Operation Big Brother," he concluded.



SAFETY SIGN SERIES

This is No1 in a series of interesting safety signs. It is located on the New England Highway at Braxton, Hunter Region of New South Wales.

ROADWISE

August, 1989

Vol. 2, No. 3

ISSN 1030 - 7168

Published quarterly as the official
journal of the
Australian College of Road Safety
by:

EMU Press,

P.O. Box 1213,

Armidale NSW 2350

Telephone (067) 72 3943

Editor:

Colin Grigg

Publication design:

Paul Joseph

Typeset by:

Pinnacle Promotions

P.O. Box 1306,

Armidale 2350

Ph: (067) 71 1099

Printing:

NRMA

151 Clarence St Sydney 2000

Material in **ROADWISE** may be re-
printed freely. Acknowledgement and a
copy of the re-publication would be
appreciated.

Send all editorial contributions and
enquiries about publication to the pub-
lishers.

Send all enquiries about member-
ship applications to:

The Australian College of

Road Safety

P.O. Box 999

Armidale NSW 2350

EDITORIAL CONTRIBUTIONS

Articles for publication in **ROADWISE**
are invited from interested persons and or-
ganisations.

The publisher reserves the right to reject
submissions, modify or reduce the size of an
article at its discretion, but with the approval
of the author.

No payment is offered for articles sub-
mitted.

All articles should be clearly expressed
and should be interesting to read. They
should relate to matters of road safety, opera-
tion of mobile equipment or vehicles or
traffic education.

The publisher requires indemnity from
contributors against damages or liabilities
that may result from publication of all mate-
rial.

CONTENTS

Operation Big Brother	1
Editorial	2
Day of Remembrance for Road Victims	3
Abroad	3
New Qualifications in Road Safety	4
Road Safety Penang Style	4
Briefly	4
Letters to the Editor	5
New Members	6
Publications	7

Editorial

The outcome of injury, death, damage to equipment and loss of productive time is no ACCIDENT. An accident is often defined as an event, happening by chance. Chance is an occurrence that is governed by no known physical laws; this suggests that accidents occur without a known cause.

But we know the causes of loss and trauma which occur on the roads and highways. They can be classified as either human or environmental. Human causes are directly attributable to human mistakes (errors of action, judgement, perception or impression) brought about by carelessness, intoxication, daydreaming, tiredness, human deficiencies and inabilities. Environmental causes are attributable to the facilities and systems which we have developed for the purpose of greater human mobility. This includes vehicles, thoroughfares, wayside obstacles and the methods adopted to control the orderliness and speed of movement. Experience has shown that the human factor is the cause of the vast majority of traffic COLLISIONS.

Engineers have worked to improve environmental safety features, legislators have drafted road laws, police personnel provide control and enforcement but substantially, individual behaviour is the CAUSE of COLLISIONS.

Complacency and pretention should not be allowed to develop in our society because of a belief that tragedies on the roads are accidental.

Day of Remembrance for Road Victims

There is still a lot of apathy connected with the dangers of road use. As Queensland's road toll continued to spiral throughout 1988, DRUG-ARM became increasingly concerned. Its efforts to awaken general concern seemed to go substantially unheeded.

Confronted by community apathy, government inactivity, lack of media response and a road toll out of control, DRUG-ARM organised a Day of Remembrance for road victims. This followed a meeting with the State Director of PADD (People Against Drink Driving) who had knowledge of a similar event observed in the USA.

the human cost of road accidents. The costs that statistics do not show are those associated with the loss of life.

There is difficulty in gauging the success of such an event. The organisers considered several criteria, viz. to prick the conscience of Government Authorities so that more resources will be provided for road safety; some increase in

A Day of Remembrance display was mounted within the Police Pavilion at the Brisbane Exhibition during August.

The display stood alongside a variety of displays set up by the State Emergency Service, the Queensland Ambulance Transport Brigade, the Fire Brigade and DRUG-ARM as well as several divisions with the Police Department.

The Day of Remembrance display was created by DRUG-ARM in conjunction with PADD - People Against Drink Driving and PCYC - Police and Citizen Youth Clubs. Features of the display were a giant poster board bearing a large photograph of a baby captioned "I almost had a Daddy" and an accompanying audio presentation of the story behind the photograph.

The photograph reflected a real life situation. The baby's father, a motor cyclist, was killed in a road crash involving a car driven by a person whose blood alcohol level was well above the legal limit.

Over the duration of the Exhibition around 80,000 people went through the Police Pavilion. The Day of Remembrance display created delays in the movement of people as individuals and family groups paused to absorb the message of the display.

The Day of Remembrance was held on December 3, 1988 to precede the annual summer holidays including Christmas/New Year when there is a peak in road carnage. The major activities were a vigil in King George Square (marked by the laying of flowers around a floral cross and a bagpiper playing laments) and a Carols by Candlelight program in Albert Park with the Scout and Guide Associations. In addition to those attending, others were aware of the message through the assistance of the media.

The message was the need to reduce

awareness of the need for individual responsibility for road safety; but in the final analysis a substantial reduction in the road toll.

The feedback which was received has indicated the potential for the Day of Remembrance to be repeated. It may even be possible for activities to be conducted simultaneously throughout Queensland and Australia. DRUG-ARM is inviting the expression of interest from any group or individual in providing support or participation (contact at PO Box 6, West End 4101 or telephone 07-8447474).

Abroad**TRY BELGIUM STYLE TRAFFIC SAFETY**

"Theoretically, Belgium ranks only fifth in auto carnage among the European Countries. But the others count all deaths, while the Belgians count only those killed instantly. Anyone who lives long enough to get to the hospital before dying is left out of the official statistics".

The above is extracted from the recent Seattle Times/Post Intelligencer article on the state of highway travel in Belgium. The article, written by RC Longworth of the Chicago Tribune, also noted an old gag that the British drive on the wrong side of the road and the Belgians drive on both sides. It appears this stereotype has a strong basis in fact.

The Belgium custom of *priorite a droite* brings terror to the heart of any traffic safety professional. This practice gives unrestricted right of way to any car entering traffic from the right.

Technically, a car merging into traffic on a four-lane roadway from a driveway or country lane has the priority. It's just fine to pull from the right into speeding traffic, even if that traffic finds it impossible to stop.

The right lane seems to reign supreme at all times. Rolund Bruynsdrader of the Royal Auto Club was quoted saying "In France, they go 95 miles an hour on four-lane highways (Belgium's speed limit is 75), but at least the fastest drivers go in the left lane, and slower ones in the right lane. Here everybody drives in the same lane. Sightseers going 40 miles an hour are simply run over".

Belgians are also noted for their tendency to switch lanes at random, ignore red lights, dart in and out of traffic and concentrate more on back seat conversations than on the road in front.

Safety belt use has been required for 15 years, but so what? The law is ignored. Also ignored are drunken driving laws. Drunken driving is blamed for 40 percent of all accidents.

The Belgian government is working to change all this.

Sounds like quite a challenge. Any volunteers?

Reprinted from "Centrelime", newsletter of Washington Traffic Safety Commission, USA, May 1989.

Proudly sponsored by



New Specialised Qualifications in Road Safety

A tertiary level course in Road Safety Studies is to be introduced in Australia.

The Chairman of the Institute of Road Safety Officers (Australia Group), Mr Ray O'Dowd said "such a course has been lacking in Australia and his Institute had been seeking ways of filling this void".

Responses had been received, following the approaches for assistance made by the Institute to organisations, including a number of tertiary institutions. EastAus Management Unit, Armidale, New South Wales has been selected to assist in development of the course.

Mr Colin Grigg, Manager of East Aus Management Unit confirmed the involvement of his organisation. The course will be at a tertiary level and

based on courses of a lower academic level currently conducted in the United Kingdom. The course will be adapted for Australian conditions and legislation. It will be a distance education package. Assistance available from tertiary institutions will be investigated.

It is anticipated that the course will be available for the second semester of 1990. It will incorporate subjects such as:

- Driver attitudes - Stress factors
- Seat Belts/Child Restraints
- Traffic Regulations/Legislation
- Australian Design Rules and Standards
- Natural Laws - Vision - Speed
- The system of vehicle control
- Statistics
- Pedestrian Safety
- Traffic Engineering
- Principles of Instruction and Publicity

ROAD SAFETY PENANG STYLE

Many road accident victims are young people cut down in their prime, and statistics show that alcohol and reckless speed are often the ingredients for their deaths.

Mount Penang has for three years been tackling the problem head on, as part of its caring outreach into the community. The Central Coast Traffic Offender's Program was established to provide an education program for under 25 year olds who are referred by the court as the result of a traffic offence. The young offender attends court, is remanded for at least 10 weeks, attends the eight week program and submits a written project, then reappears in court for sentencing. The co-ordinator of the course assesses work and supplies the court with a report. The participating magistrates, Mr Errol Considine from Wyong, and Mr Morrahan from Woy Woy support the program by placing

selected offenders on the course.

Visiting lecturers come from various backgrounds - the Police, the Spinal Unit of Royal North Shore Hospital, Drug and Alcohol units, Road and Traffic Authority, Motor Vehicle Maintenance, the Courts, NRMA. The group has two visits to the Ambulance Station at Point Clare during the program.

Priority number one of the program is to change the attitude of the young people to their responsibility when driving. By making them aware of the consequences of drug use, speed, and recklessness when driving it is hoped that their own lives and the lives of law-abiding road-users will be saved.

The Traffic Offender's Program is another way Mount Penang tries to assist young people on the Central Coast.

(Article submitted by Therese Frewin, Co-ordinator, Traffic Offenders Programme, Mount Penang Detention Centre, NSW).

Briefly

MOTOR VEHICLE STANDARDS ACT

The Federal Government has recently passed new legislation, effective July 1989, which will enable the Government to establish nationally uniform safety and environmental standards applicable to all new Australian made or imported vehicles. (Reference "Road Crash Statistics Australia", June 1989)

NATIONAL DAY-TO-DAY TRAVEL IN AUSTRALIA

The Federal Office of Road Safety has released a document "Day to Day Travel In Australia 1985-86". The data on land transport activity is intended for calculations of risk of road fatality for various road user groups at various times of the day.

DEATH OF CYCLISTS

In releasing statistics of road fatalities in July 1989, the South Australian Minister for Transport, Mr Blevins expressed concern about the high number of cyclists killed on South Australian roads so far this year (ten in the first seven months).

Two of those killed had a blood alcohol level of over 0.08. Mr Blevins pointed out that "the effects of alcohol can be just as disastrous for a cyclist or a pedestrian" (as for drivers of vehicles).

TRUCK SAFETY

Heavy trucks surveyed by the NSW Roads and Traffic Authority showed that 59% had unsafe brakes. The study was carried out using an innovative truckalyser. This instrument is also being tested by Queensland Transport Department with consideration to its introduction.

Random checks in Queensland have also detected many (88 in two months) trucks with defective brakes.

A Queensland Traffic Police spokesman said that some unscrupulous truck operators actually disconnected brakes of prime movers to save maintenance costs.

Letters to the Editor

Dear Editor,

We have shown the video "Be Bright - Stay Alive Day and Night" to Year 8 boys and girls as part of the School Safety Unit in Health Education.

It is very clear in presentation and if anything, repeats the facts for "being seen" almost too much! Although some students joked at the repetition, many of them repeated it along with the presenter, so perhaps it has a positive effect.

The video would probably be most useful in primary and early secondary school classes. In Year 8 it stimulated discussion on the costs of maintaining a bike in good condition, and the local shops likely to have reflective tape available. Some students who identified with the boy with the unsafe bike were slightly shaken when he was hit by the car at night.

We will use this video in future units of bicycle education.

Ross Brady
Duval High School

Ed. Note: Details of the video are given in 'Publications', of this issue.

Dear Editor,

I am offering a method (psychotechnical driver selection) which was scientifically validated in 1970 not in America but in France. Americans, Canadians and the British have bought it and lately they have produced some positive results. Will we accept it only after the Americans have digested it first? Cannot we accept something that proved to be a great life and money saver?

"National Guidelines for Medical Practitioners in Determining Fitness to Drive a Motor Vehicle" reads: "Slowed reaction time, lack of attentiveness, poor judgement and faulty attitudes are responsible for many crashes at any age". Who ever assesses these factors in an objective way?

"Human Factors & Road Crashes - a review of their relationship", by Wendy A MacDonald published by the Federal Office of Road Safety, page 3 reads: "Research on the perceptual and cognitive abilities of drivers of varying levels of experience....appears to be one of the most promising for the future develop-

ment of more valid licence test procedures as well as for the improvement of driver training programs".

The above plus visuo-motor abilities is what the methods I am offering are all about.

A large transport company in France which initiated psychotechnical selection of drivers in 1924 states in 1970: "It is worth noticing that while over a period of time the number of vehicles in our region increased by 218% it corresponds with 84% increase in accidents."

To the contrary, over the same period of time, an increase of the fleet of vehicles by 200% (almost identical to the region) in our Company, corresponds with a decrease of 31% in number of accidents".

"The results show all the advantage of psychotechnical methods of driver selection in the matter of transport management from the safety and economy of transport point of view".

Irena Kubarek

How many people
will die on
Australian roads
this year because
of alcohol?

Too many! That's why we provide and support information and education programs to promote healthier, alcohol-free lifestyles. WE CARE.

ANSVAR

Car and home insurance for non-drinkers only

Give us a call today

VIC (03) 650 9711	NSW (02) 683 4166
QLD (07) 221 8449	SA (08) 232 1272
WA (06) 321 6291	TAS (002) 28 6216



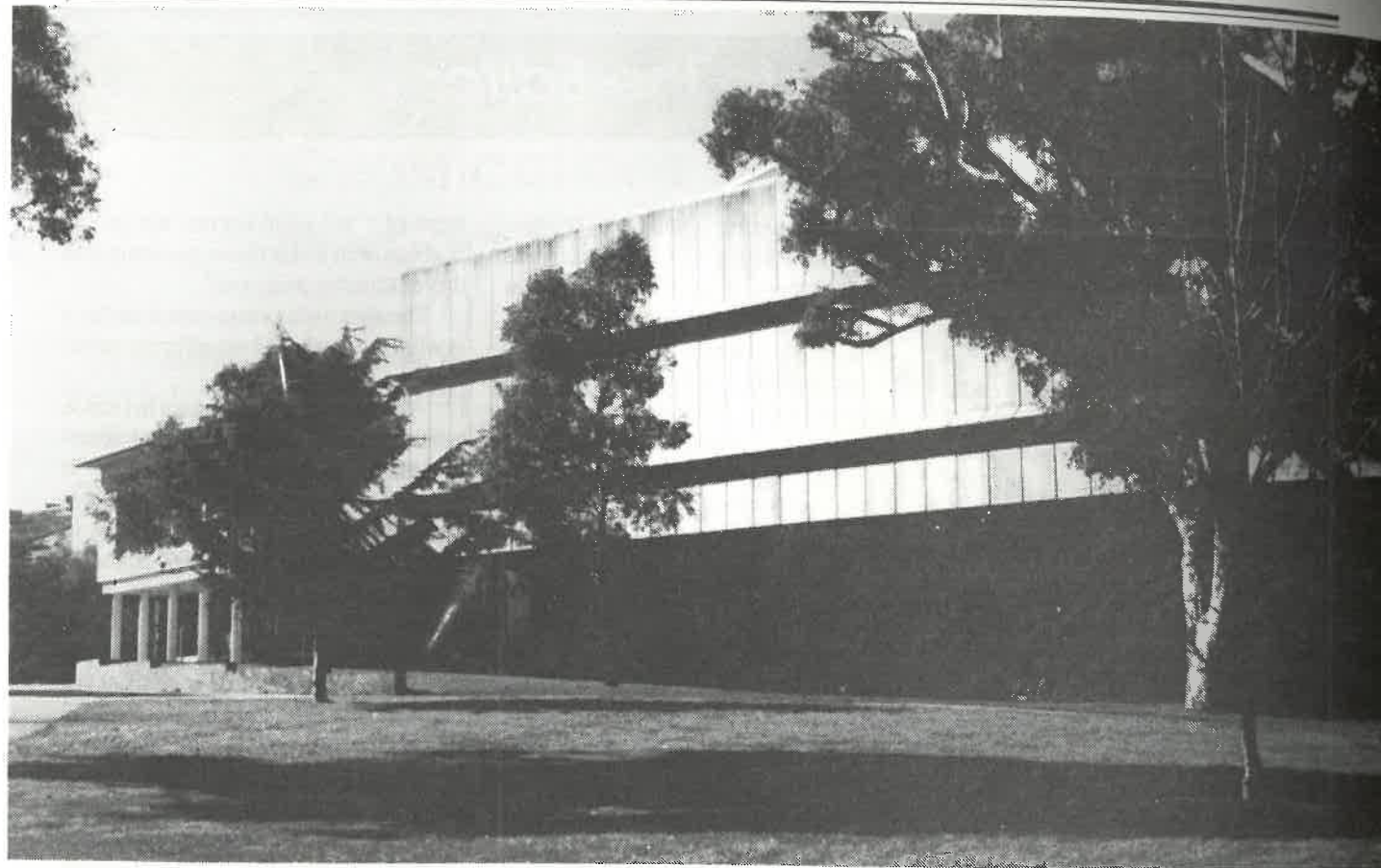
"NO THANKS...
I'm insured with
ANSVAR"



Diary

The Third Biennial National Traffic Education Conference will be held on February 16 & 17, 1990 at the Campus Conference Centre, University of New England, Armidale NSW. The theme of the Conference is "the implementation of Road Safety Programs".

The second annual general meeting of the Australian College of Road Safety will be held in conjunction with the conference.



Briefly

UNETHICAL BEHAVIOUR IN DRIVER LICENCE TESTING

The release of the document "Malpractice in Driver Licence Testing" (STAYSAFE 14) in August 1989 by the NSW Parliament Joint Standing Committee on Road Safety describes some unseemly behaviour. The investigations of the Committee found that corruption in the system of issuing driver licences was "much more extensive and was far more damaging than was commonly realised".

The bribery which has occurred was named as a factor "significantly hampering 1988 efforts to keep incompetent drivers off the roads". It has been recommended that police and the Independent Commission against Corruption investigate and then prosecute officials and driving instructors if incriminating evidence exists.

Dixon Library, University of New England, where the National Road Safety Resource Centre will be established by the Australian College of Road Safety

New Members

The following new members have joined the Australian College of Road Safety.

Personal

Mr R Angus Kidston (Co-ordinator, Young Drivers' Awareness Program, Thornleigh NSW)

Dr George Cho (Lecturer; Applied Science, Canberra CAE)

Community

Ormond Youth Centre, Thornleigh NSW (Mr J Renehan)

Traffic Offenders Program, Mt Penang Detention Centre, Gosford NSW (Ms Therese Frewin)



Publications



"Be Bright - Stay Alive Day and Night" - Video, June 1988, produced for Shire of Ballarat by Video Factory - BTV Productions, Richmond, Victoria.

"Road Traffic Accidents in NSW - 1988" - Road Safety Bureau, Roads and Traffic Authority, May 1989.

"Malpractice in Driver Licence Testing" Staysafe 14, Parliament of New South Wales Joint Standing Committee on Road Safety, August, 1989.

"Beyond Sympathy"

Janice Harris Lord, Director of Victim Services for MADD/National, has written a new book *Beyond Sympathy*. The 192 page volume published by Pathfinder Publications, focuses on what to say and do for someone suffering injury, illness and loss.

For copies, send US\$7 to MADD/King County, 1511 3rd Avenue, #911, Seattle, WA98101.

"Passenger Coach Safety", Report of the House of Representatives Standing Committee on Transport Safety, June 1986.

"Bicycle Helmet Safety", Final Report on Motorcycle and Bicycle Helmet Safety Enquiry. Report of the House of Representatives Standing Committee on Transport Safety, November, 1985.

New report on Developing Adolescent Programs

"Modeling and Participation: Elements in Education to Reduce Alcohol Impaired Driving" is a new report from Michigan State University, Department of Pediatrics/Human Development.

This report describes efforts to develop an educational program for adolescents including both curricula and extra-curricula activities to reduce their involvement in alcohol-related traffic crashes. Paper copy: 213 pages, US\$25.95. Order Number PB88-202684/ABS. (National Technical Information Service USA).

Adult Seat Belt Report

"Papers on Adult Seat Belts: Effectiveness and Use", National Center for Statistics and Analysis. The NHTSA's major accident data bases are used in eight papers on front and rear safety belt effectiveness in different types of vehicles and crashes. Paper copy: 104 pages, US\$19.95. Order Number PB88-236526/ABS. (National Technical Information Service USA).



SUBSCRIBE To RoadWise, JOIN A.C.R.S.

Simply fill in the coupon at right, clip it out and mail it with your contribution to:

EMU Press

P.O. Box 1213 Armidale
NSW 2350

- Personal membership to A.C.R.S. and subscription to RoadWise - \$15.00
- Public, Business or Community membership to A.C.R.S. and subscription to RoadWise - \$30.00
- Subscription to RoadWise for non-members - \$9.50

(Subscription rates include postage within Australia)

SUBSCRIPTION ORDER FORM

I enclose my cheque/money order for the amount of \$.....for:

☐ Annual membership of A.C.R.S. & Subscription to RoadWise
or ☐ Annual Subscription to RoadWise

Membership Class ☐ Public ☐ Business ☐ Community ☐ Personal

Dr/Mr/Mrs/Miss/Ms _____

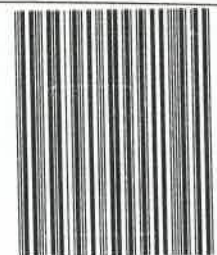
Title _____

Organisation _____

Address _____

Postcode _____

Signature _____



3 1508 00982332 4



Today, he'd be working for us.

New ideas are what spark a company. Du Pont is no exception. We continually seek better ways to give people a better lifestyle.

Look how nylon changed the world!

Today we make products to help food grow more plentifully, and others to keep it fresher, longer.

We make fashions fit more comfortably. Medical analysis more precise.

And minerals and coal mining safer. Australian industry and Australian consumers are benefiting from these technological advances today.

While we look for new ones for tomorrow.



N9
363.125 0994
R0.4

ROADWISE

The Journal of the Australian College of Road Safety



Vol. 2. No. 4, November, 1989

Mt Cotton Driving Training Centre

The driving training centre at Mt Cotton is earning widespread recognition in the transport industry as one of the best facilities of its type in the world. The complex which covers 45 hectares enables practical training for drivers in vehicle handling, hazard awareness, defensive driving and fuel economy driving.

All off-road training is undertaken at the Queensland Government Driving Training Centre at Mt Cotton approximately 20 km south of Brisbane. This complex covers 45 hectares and is especially designed for all types of driving training. It is ideal for training heavy vehicle drivers. There will be a large vehicle manoeuvring area (2 hectares) for skid prevention and control and vehicle slow speed handling. Also, the circuits are long enough to allow highway speed to be attained.

As there are over 1.6 million drivers in Queensland, it is physically, logistically and financially impossible for every driver to undergo post licence practical driver training. The centre concentrates on training people who have the greatest influence on improving driving standards in the community, such as driving examiners, driving instructors, ambulance and fire brigade drivers and commercial transport drivers.

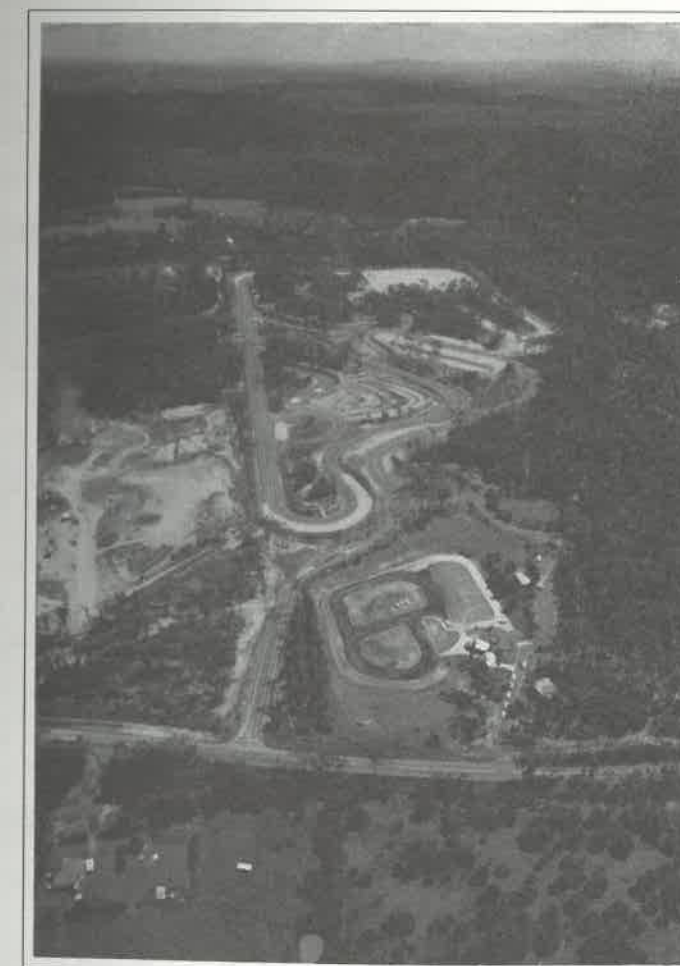
The driver training courses are backed up with the Department of Transport's educational traffic safety courses which are available to the general public, including school students.

The Mt Cotton complex can boast being the only facility in Australia able to meet the current needs of industry.

In January 1988 the Traffic Safety Section's Driver Training Branch commenced heavy vehicle driver training, with the introduction of its familiarization program for 'B Doubles'. Since this time the Driving Training Branch has continued to expand its courses and services on offer to the Road Transport Industry of Queensland.

Apart from heavy vehicle driver training a comprehensive range of courses for light vehicles, four wheel drives, motorcycles, caravans, driving instructors, chauffeurs, etc. are available.

Investment is already approaching \$5 million and will eventually reach around \$7 million, when the large vehicle manoeuvring area and administration and vehicle servicing blocks are completed.



The 45 hectare site of the Driving Training Centre - Mt Cotton, 20 km south of Brisbane, operated by the Transport Department of the Queensland Government.

The complex costs the taxpayer nothing. Mt. Cotton is funded from sales of personalised and historical number plates by the Main Roads Department, and from fees paid by participants undertaking the various Department of Transport courses.

ROADWISE

November 1989

Vol 2 No 4

ISSN 1030 - 7168

Published quarterly as the official
journal of the
Australian College of Road Safety
by:

EMU Press
PO Box 1213
Armidale NSW 2350
Telephone (067) 72 3943

Editor:
Colin Grigg

Publication design:
Paul Joseph

Typeset by:
Pinnacle Promotions
PO Box 1306
Armidale 2350
Ph: (067)71 1099

Printing:
Evans Printers
Beardy Street, Armidale

Material in **ROADWISE** may be re-
printed freely. Acknowledgement and a
copy of the re-publication would be
appreciated.

Send all editorial contributions and
enquiries about publication to the pub-
lishers.

Send all enquiries about member-
ship applications to:

**The Australian College of
Road Safety**
PO Box 999
Armidale NSW 2350

EDITORIAL CONTRIBUTIONS

Articles for publication in **ROADWISE**
are invited from interested persons and or-
ganisations.

The publisher reserves the right to reject
submissions, modify or reduce the size of an
article at its discretion, but with the approval
of the author.

No payment is offered for articles sub-
mitted.

All articles should be clearly expressed
and should be interesting to read. They
should relate to matters of road safety, opera-
tion of mobile equipment or vehicles or
traffic education.

The publisher requires indemnity from
contributors against damages or liabilities
that may result from publication of all mate-
rial.

CONTENTS

Mt Cotton Driving Training Centre	1
Editorial	2
Day of Remembrance for Road Victims	3
Innovative Directions for Road Safety	3
National Traffic Education Conference	4
Briefly	4
Uniform Road Safety Initiatives	5
A Community Road Safety Effort	6
Publications	7

Editorial

The evidence of loss of life and damage to property and equipment, as the result of road crashes is horrific. There are many endeavours being made to raise awareness in the community of the real cost associated with this trauma.

One serious aspect of road safety is the manner in which highways are being used by heavy vehicles and the number of alarming incidents in which they are involved. Recent statistics show that heavy vehicle crashes in New South Wales doubled from 1987 to 1988. In Queensland, a Department of Transport survey of crashes in the 1985 - 1988 period showed that semi-trailers are involved in four times as many incidents as other vehicles.

This matter has been under review and some measures have been taken or planned by Governments to solve the problem.

The tragedy which occurred at Cowper, NSW on October 20, 1989 aroused the debate. While there will always be different points of view about the circumstances, it is hoped that collectively, individuals, businesses, clients, associations and governments will objectively identify the cause and rationally arrive at the best possible solution.

This cannot occur when investigation is influenced by self-interest, political motives, blame-casting and other forms of bias. In recent times we have received diverse opinions about the cause - unsatisfactory roads, use of stimulants, speed, 'white-line fever', closure of rail services, airline dispute, fatigue, delay in introducing compulsory speed limiters, drivers holding licences in different states, unreasonable delivery schedules, dangerous caravan towers and irresponsible motorists.

It can only be counter-productive if, in the defence of sectional interests, decisions are made which do not give priority to the real cause (or causes) of the problem and result in funds being spent inappropriately or, what is worse, road trauma continuing.

**Day of Remembrance
For victims of Road Trauma**

The text of the display poster
read as follows:-

Once upon a time, I almost had
a Daddy. Mummy says he was a
wonderful man - a Daddy to be
proud of.

Before I was born he used to
talk to me, resting his hand on
Mummy's tummy, and I would
kick, just to let him know I was
around. Mummy used to tell me
about him when she was out wa-
tering the garden. Mummy and
Daddy loved each other very
much - that's how I got started.

Once upon a time, someone
stopped off for a drink - and had
too much. Daddy was on his way
home from work, as usual, but
didn't quite make it...I can still
remember how filled with fear
Mummy was after the sister from
the hospital rang.

Because I wasn't born yet, I
was with Mummy when she
picked out Daddy's coffin and
when she followed it out from the
church, the day of the funeral. I
know of every single tear she has
shed...Mummy packed up a port
full of trinkets and photos of
Daddy for me when I get older.

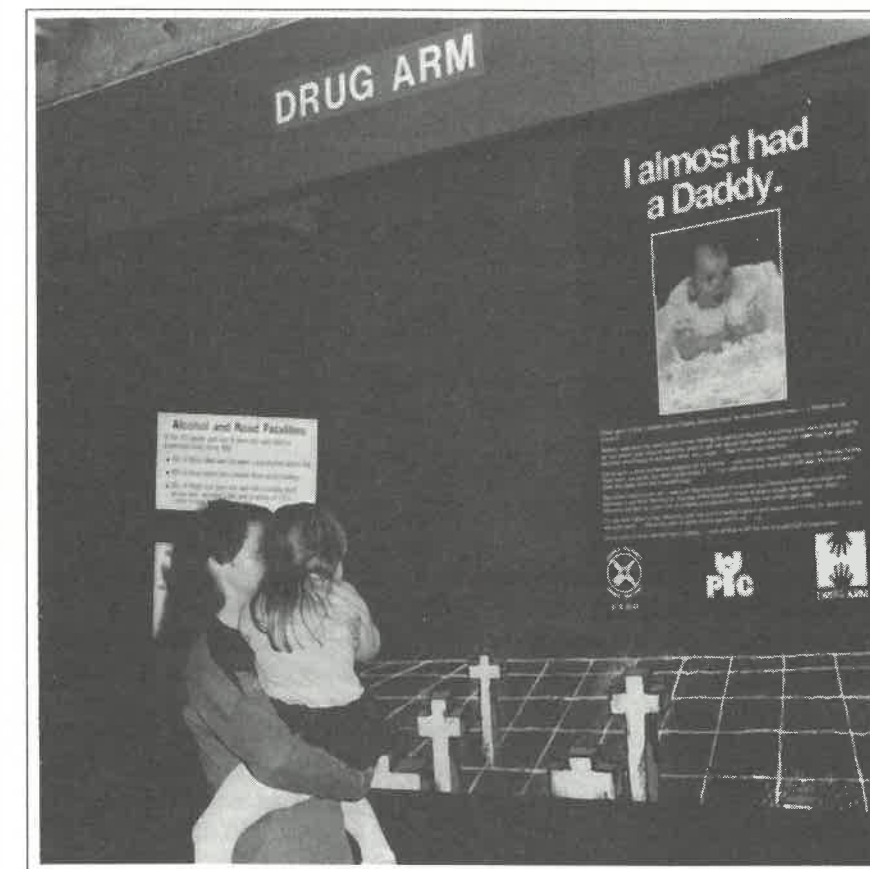
On my first Father's Day,
Mummy took me out to Daddy's
grave and we placed a rose for
each of us on the soft earth...the
small part of earth that is sacred to
us now.

Once upon a time I almost had
a Daddy - now all that is left for me
is a port full of memories.

The display was promoting the sec-
ond "Day of Remembrance" to be held
in King George Square, Brisbane on
Friday, December 1st, 1989. Informa-
tion about the inaugural event appears in
Vol 2 No3 of "Road Wise".

The "Day of Remembrance is an
opportunity for the whole community to

acknowledge and share the burden of
road trauma with those who have lost
loved ones on our roads, and to express
hope for the future by: placing a flower
on the garden of remembrance and sing-
ing at the Carols by Candlelight, organ-
ised in support of the "Day of Remem-
brance".



The "Day of Remembrance" display mounted by DRUG-ARM in conjunction
with People Against Drink Driving (PADD) and Police and Citizen Youth Clubs
(PCYC) in the Police Pavilion at the Brisbane Exhibition in August.

"Innovative Directions for Road Safety" Seminar

The Traffic Safety Advisory Com-
mittee holds responsibility for advising
the Queensland Transport Minister on
all aspects of road safety. It is examining
the future attack on traffic accidents by
conducting a seminar entitled "Innova-
tive Directions for Road Safety" on
Thursday, November 23, 1989.

Governments over a period of time
have introduced a wide range of road
safety initiatives. Some of the most
notable being compulsory wearing of

seat belts, random breath testing and
improved engineering standards for
vehicles. Additionally, considerable
resources are directed towards educa-
tional and promotional campaigns to
increase public awareness and under-
standing of the need for road safety.

Yet the tragedies continue. Each
year hundreds of people are killed and
thousands injured in Queensland alone.
The cost to the community is enormous.

As members of the community we

need to develop greater responsibility
and improve our approach to overcome
one of the major social problems facing
us today - death and injury on the road.

What should be done?

Who should do it?

These are questions that the State
Government's Traffic Safety Advisory
Committee is seeking to answer at its
seminar to be conducted in Brisbane at

(Cont. on Page 4)

Third Biennial National Traffic Education Conference

Road safety has many components. There is the research into the extent of crashes of various types and investigation of casual factors. There is the designing of safer vehicles. Another field is planning of better traffic systems. Post-crash care of people who have been involved is another aspect. Compensation and rehabilitation are also of relevance.

Because some 90% of road crash cases are caused by human factors, topics for consideration at past National Traffic Education Conferences have focussed primarily, on education issues. This is another component which can be added to those given above, ie., prevention through education and training to increase knowledge and skills and to change the attitude of road users.

The specific theme for the third biennial National Traffic Education Conference is 'The Implementation of Road Safety Programs'. The emphasis in presentations and discussion is being directed towards the implementation mechanism.

It is the aim to concentrate on different methods of implementation, the methods favoured in various states and

overseas, problems encountered in implementing road safety campaigns and programs, finance for the implementation process and the psychological aspects of implementation.

Speakers are being chosen to present information for discussion about implementation of road safety measures by legislation, mass media campaigns, occupational health and safety programs, driver training, education curricula and community development programs.

This brief has been prepared for participants. It should be useful for speakers and should enable them to develop their topic in perspective with the whole proceedings. It is also intended to stimulate pre-conference submissions which will be included for discussion by delegates during one of the three open forum sessions.

The conference will be held at the Campus Conference Centre, University of New England, Armidale, NSW on February 16 and 17, 1990. For further information or registration, contact EastAus Management Unit, PO Box 1213, Armidale 2350. Telephone (067) 72 3943.

(Cont. from Page 3)
the Walter Burnett Auditorium, Exhibition Grounds on 23 November.

This challenge will be the theme of the committee's seminar "Innovative Directions for Road Safety". Through reflection on present experience and attitudes, new directions for road safety will be examined.

Leaders in the road safety field from New South Wales and Victoria will address the seminar. Mr Barry Elliott is a noted road safety researcher and consultant from New South Wales and was recently engaged by the Queensland Government to assist with the introduction of random breath testing. Dr. Ian Johnston is Director-Operations for Victoria's Roads Corporation and pre-

viously headed the road safety unit of the former Road Traffic Authority.

A panel of speakers will address many of the aspects raised by the keynote speakers. The panels will include representatives from organisations such as:

RACQ
Police
Main Roads
Royal Australasian College of Surgeons Trauma Committee (Qld)
Road Transport Industry

Following these sessions public forums will be held to examine the issues raised.

The seminar is open to anyone with an interest in road safety. The Traffic Safety Advisory Committee would like

Briefly

STATISTICS SHOW CRITICAL FACTORS

*A driver is 40 times more likely to die on the roads during the early hours of Saturday and Sunday mornings than during the week.

*Motorcyclists have 19 times more chance of being killed for each kilometre of travel than car drivers.

*Young men face two (2) times the risk of death on the roads than young women.

*Teenage males driving at night are about 100 times more likely to die than middle-aged females driving during the day.

*ACT and Western Australia have the lowest fatality rate and Northern Territory has the highest fatality rate.

CONTROLS NOT COMBATING HUMAN ERROR

Australian Bureau of Statistics figures show that of the 539 people killed on Queensland roads in 1988, 47 were killed at controlled intersections. Thirty people were killed at intersections controlled by stop or give way signs and 17 died in incidents at intersections with traffic lights.

The Queensland Transport Department, in a 1987 study, also found that out of 86 incidents which occurred one hour before and two hours after school, more than one third of the children involved were on either crossings controlled by traffic lights or zebra crossings.

to see representatives of all road user groups, the public and all levels of government participating in this seminar to assist in developing answers to the vital problem of reducing the death and injury on our roads.

The seminar commences at 9am and concludes at 4.30pm. A light lunch will be provided.

The registration fee is \$15.00. For further information or to register for the seminar phone the Committee Secretary, Mr Greg Swann on (07) 253 4955.

This article about the seminar, which seeks to heighten public awareness and safer road usage amongst the community, is by the Chairman of the Committee Mr Ted van Fleet.

UNIFORM ROAD SAFETY INITIATIVES SUPPORTED BY FEDERAL MINISTER

A uniform package of road safety initiatives must be introduced by all states and territories, the Minister for Land Transport and Shipping Support, Bob Brown, said today.

"I fully support the need for all states and territories to take action against our horrific road toll, but they must work together to ensure uniformity throughout Australia," the Minister said.

"The problems of driver attitude and behaviour, particularly in relation to speed, drink driving and aggression, must be tackled uniformly."

"Over the past 15 years we have improved road safety through random breath testing, better roads, safer vehicles and compulsory seatbelt wearing."

"And the Federal Government will continue to advocate improved road safety with emphasis on uniform road laws, demerit point systems, safer vehicles and the heavy vehicle sector."

Mr Brown said several uniform heavy vehicle initiatives were introduced last year and this year the Federal Government had taken responsibility for safety standards of all new and imported vehicles in Australia.

"A package of countermeasures to be put to the Australian Transport Advisory Council (ATAC) is currently being examined by road safety officials across Australia."

"Already Design Rules for speed limiters on new heavy vehicles are being drawn up to aid early introduction," the Minister said.

"Recently I contacted all State Ministers urging them to introduce a uniform points demerit system soon. There are also obvious advantages if all parties decide on a common approach to the use of speed monitoring devices for heavy vehicles."

"Over the past 12 months we have made considerable progress towards a uniform national approach to heavy vehicle safety. This momentum must be continued as Australia cannot afford the personal and economic sacrifices that flow from a lack of safety on our roads."

STATISTICS ON ROAD CRASHES

Official statistics on fatal road crashes are published by the Australian Bureau of Statistics approximately two (2) weeks after the end of the month and subsequently revised as deaths occurring up to 30 days after a crash are included (Reference ABS Catalogue No. 9401.0)

Other data may be obtained from

- *Statistics and Analysis Section
Federal Office of Road Safety
PO Box 594
Canberra. ACT 2601 (062) 74 7136
- *Roads and Traffic Authority, NSW
- *Roads Corporation, Victoria
- *ACT Administration
- *Department of Transport,
Queensland
- *WA Police Department
- *SA Police Department
- *Transport Tasmania
- *NT Police Department

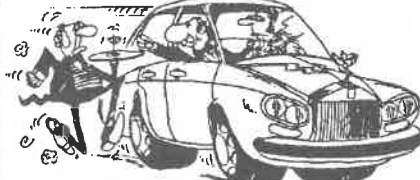
LOGO COMPETITION

The Australian College of Road Safety has launched a competition to design an appropriate logo. There will be a prize of \$50.00 for the one considered to be the best by the Executive Committee. The logo should reflect the philosophies and objectives of the College. Submissions should be forwarded to the Secretary, Dr P.J. McGrath, 41 Hunter Street, Parramatta.

The Ansvar Guide to Good Driving.

Driving tips based on 1000s of motor claims.

Don't drink & drive.
(Not a problem for Ansvar policy holders)



Watch out for oncoming traffic when turning right.



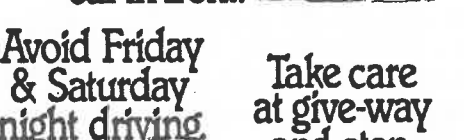
Concentrate at all times when driving.



Care leaving driveways & parking spaces.



Not too close to the car in front.



Avoid Friday & Saturday night driving.



Slow down in the wet.



Take care at give-way and stop signs.



ANSVAR Insurance for Non-Drinkers.

Vic: 18 Collins St. Melbourne 3000 Phone 63 9711 / Qld: 180 Ann St. GPO Box 747 Brisbane 4001 Phone 221 8448 / NSW: 419 Church St. PO Box 2403 N. Parramatta 2051 Phone 663 4166
SA: 33 Pitt St. Adelaide 5000 Phone 212 3564 / WA: 167 St. George's Ter. Perth 6000 Phone 321 6291 / NZ: Reserve Bank Building, Customs St. PO Box 282, Auckland Phone 30 385

A COMMUNITY ROAD SAFETY EFFORT

The District Council of Tatiara, located in the upper south east of South Australia, covers an area of 6476 square kilometres. It is the largest local government jurisdiction in South Australia.

"Tatiara", is an aboriginal word meaning 'good country', a term which aptly describes the area. The district is of a rural nature and produces cereals, wool, meat, dairy products, grapes, vegetables and small seeds. A vast underground water supply is used extensively for irrigation.

During the latter part of 1988 at the instigation of the Road Safety Division the Council called a public meeting for the residents of Bordertown, Keith and surrounding areas to consider the need for a community based road safety committee. The concept was strongly supported, and the Tatiara Road Safety Committee was established as a community sub-committee to Council.

Four working parties were formed to cater for specific areas of road safety,

namely:

- Children's Road Safety Working Party
- Traffic Management and Local Roads Working Party
- Publicity and Promotion Working Party
- Young Adult Driver Training Working Party

The committee adopted the slogan "DRIVE TO ARRIVE" to promote the attitude required of all motorists using their roads. It intends that this slogan become the hallmark of all advertising, awareness campaigns and pro-active methods undertaken by the Tatiara Road Safety Committee.

During their short period of operation the committee has made the following contributions to road safety in the Tatiara region. Many of the initiatives are ongoing and will be further developed in the next year.

- A pilot project structured to improve road safety for older pedestrians in the community. A special grant of \$6,000 was awarded by the Federal Government to implement the scheme which provides 'retroreflective material' for the pedestrian to wear. It is believed that much can be done to prevent pedestrian accidents at night by the use of the iridescent articles in clothing to improve the visibility of pedestrians to the driver.

- Young children are being actively encouraged to use cycle helmets and take part in school road traffic programs. Thirty parent volunteers have been trained to provide the instruction.

- A poster competition is being conducted in the primary schools throughout the Tatiara district, to highlight road safety awareness.

- A motorcycle safety skills training course has been conducted by two professional Road Safety Division officers. The course was designed to assist both new and experienced bike riders with instruction over a six hour period.

- A road safety awareness caravan was deployed at Bordertown and Keith during the Annual Show weeks in each town. Committee members in conjunction with Road Safety Division personnel staffed the van.

- Publicity and promotion activities were initiated involving local press and the Tatiara Community Broadcasters radio network.

- The Committee promoted, gained sponsorship for and ran the regional heat of the 1989 Young Driver of the Year Award.

- A training program was offered to drivers of front-end loaders.

- A defensive driver program will be sponsored by the Committee for local young drivers.

LICENCE TESTING

A review of literature dealing with driving performance measures and licence tests has been released this month by the Federal Minister, Mr Bob Brown.

Jointly funded by the Federal Office of Road Safety and the Road Traffic Authority of Victoria, the review examines the relationship between driver behaviour and crash occurrence. It also reviews information on driver licence testing in Australia and overseas.

On-road tests can identify a driver's car - handling skills and knowledge of road laws ('carcraft'). Other skills are also important but more difficult to examine. These are skills of recognising potential hazards before they happen and judging and responding in the right way ('roadcraft').

The current licensing system incorporates the first but not the second of these two factors.

Licence tests should be only a part of the system to ensure safe drivers. An investigation of this matter is being co-ordinated by the Federal Office of Road Safety.



SAFETY SIGN SERIES

This is No 2 in a series of interesting safety signs.
It is located on the Pacific Highway in northern New South Wales



Publications



"Alert Drivers and Safe Speeds for Heavy Vehicles", STAYSAFE 15, NSW Parliament Joint Standing Committee upon Road Safety, September 1989.

"Cost of Road Accidents in Australia", occasional paper 91, Bureau of Transport and Communications Economics.

"Don't Fall for Excuses - Use Child Restraints" - (Video), Federal Office of Road Safety, Canberra. "Day to Day Travel in Australia 1985-86", Federal Office of Road Safety, Canberra.

"Survey of Community Attitudes: Traffic Laws and Enforcement", Reark Research, ISBN 0-642-51059-8, (available from Federal Office of Road Safety, Report No CR61)

"An Analysis of the Relationship Between Road Improvements and Road Safety", Nelson English, Loxton & Andrews ISBN 0-642-51179-9 (available from Federal Office of Road Safety, Report No CR75)

"Road Safety Benefits from Rural Road Improvements", Pak-Poy and Kneebone, ISBN 0-642-51147-0 (available from Federal Office of Road Safety, Report No CR71)

"Evaluation of the Pre-licence Motorcycle Training Course at the New South Wales Traffic Education Centre", Dr M.W. Batchler, University of New England ISBN 0-642-51195-0

"Road Safety Enforcement: A Literature Review", Dr Sally Leivesley, ISBN 0-642-51115-2 (available from Federal Office of Road Safety, Report CR67)

"Head and Neck Injuries in Passenger Cars: A Review of Literature", NH & MRC Road Accident Research Unit, University of Adelaide, ISBN 0-642-51394-5

"Driver Fatigue: Concepts, Measurement and Crash Countermeasures", Human Factors Group, Department of Psychology, Monash University, ISBN 0-642-51155-1

"Development of Techniques for Studying Unsafe Driving Actions", Charlesworth K.D. and Cairney P.T., Australian Road Research Board, Special Report SR39, 1988.



SUBSCRIBE To RoadWise, JOIN A.C.R.S.

Simply fill in the coupon at right, clip it out and mail it with your contribution to:

EMU Press
PO Box 1213 Armidale
NSW 2350

- Personal membership to A.C.R.S. and subscription to RoadWise - \$15.00
- Public, Business or Community membership to A.C.R.S. and subscription to RoadWise - \$30.00
- Subscription to RoadWise for non-members - \$9.50

(Subscription rates include postage within Australia)

SUBSCRIPTION ORDER FORM

I enclose my cheque/money order for the amount of \$.....for:

☐ Annual membership of A.C.R.S. & Subscription to RoadWise
or ☐ Annual Subscription to RoadWise

Membership Class ☐ Public ☐ Business ☐ Community ☐ Personal

Dr/Mr/Mrs/Miss/Ms _____

Title _____

Organisation _____

Address _____

Postcode _____

Signature _____