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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.

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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.

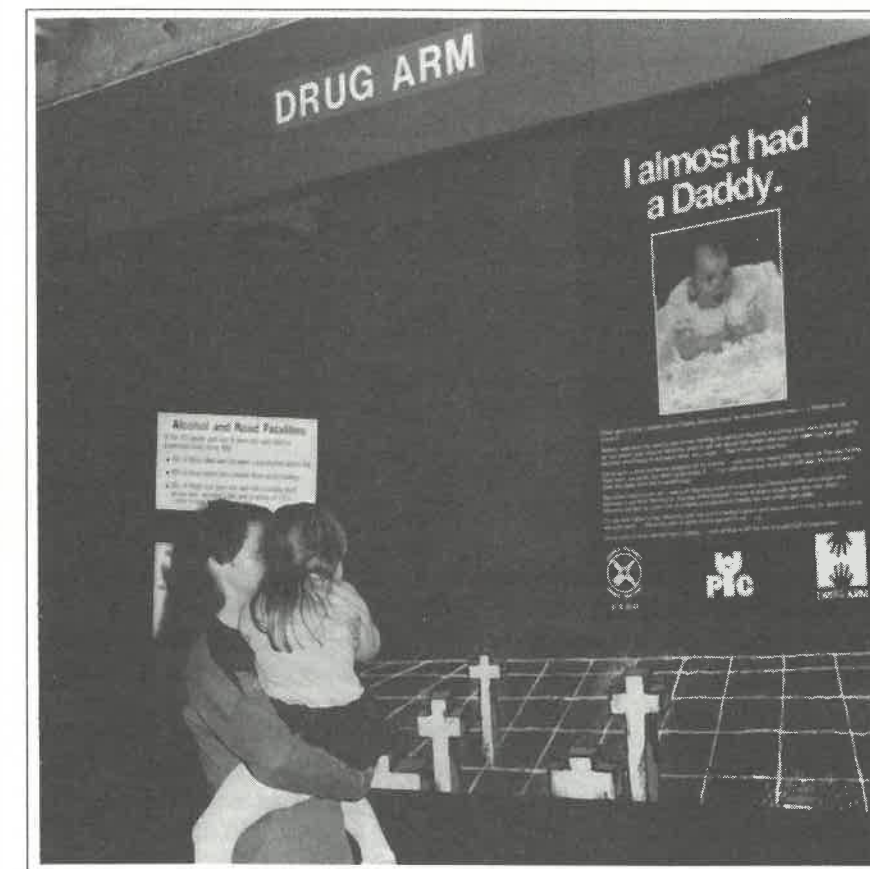
On my first Father's Day,
Mummy took me out to Daddy's
grave and we placed a rose for
each of us on the soft earth...the
small part of earth that is sacred to
us now.

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 COM-BATTING 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.

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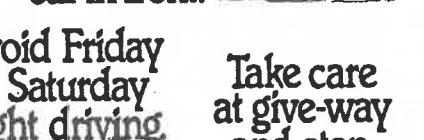
Concentrate at all times when driving.



Care leaving driveways & parking spaces.



Not too close to the car in front.



Slow down in the wet.



Avoid Friday & Saturday night driving.



Take care at give-way and stop signs.



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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.



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