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RoadWise



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4th year of publication.*



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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 submitted.

All articles should be clearly expressed and should be interesting to read. They should relate to matters of road safety, operation 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 material.

Cover photograph: The President of the Australian College of Road Safety, Dr Brian Connor, receives a special community award for his services in road safety, from the Premier of NSW Hon. Nick Greiner. To the left and right are the member for New England, Mr Ian Sinclair and the member for Northern Tablelands, Mr Ray Chappell.

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Editorial

Evidence confirms the importance of community involvement in improving road safety.

This principle is one recognised by the Australian College of Road Safety. It is one of the six objectives of the College "to encourage community groups to work for the reduction of the road toll".

Consequently, this ensures a role for Local Government. There are good reasons for the involvement of local authorities. Communities differ in their needs and priorities. Local Government is in the best position to assess local preferences and to encourage community participation. Locally initiated schemes have the potential to be more effective and efficient than any state or national schemes introduced on a uniform basis.

The address given by Mr Peter Makeham, First Assistant Secretary, Federal Office of Road Safety, to the Annual General Meeting of ACRS focussed on the use of strategies to gain support of community organisations to promote road safety. He emphasised the importance of a community identifying with and having some "ownership" of the road safety measures which are adopted. Reference was drawn to the "Community Resource Package", three thousand of which have been distributed to local government authorities and leading community organisations in Australia, to stimulate local involvement.

The state government in South Australia has introduced a community development approach to road safety through local government authorities and local advisory committees.

The Australian College of Road Safety is also developing a national awards scheme to be introduced next year. Awards will be given for innovative road safety measures implemented at the local level through Local Government.

While the discipline of road safety requires professionals to investigate the problems and find solutions, it is not their sole province. Acceptability and outcomes of these solutions are enhanced when communities are involved in their development.

STRATEGIES FOR GAINING COMMUNITY SUPPORT FOR ROAD SAFETY

This is an extract from the address given by Mr Peter Makeham, First Assistant Secretary, Federal Office of Road Safety, to the Annual General Meeting of the Australian College of Road Safety in Melbourne on February 22, 1991.

Thank you for the opportunity to join your meeting today to speak briefly on the experience of the Federal Office of Road Safety in the use of strategies to gain support of community organisations to promote road safety.

There is undoubtedly a wide range of community organisations in existence that are ideally placed to have an influence on the attitudes and behaviour of a large section of the community to road safety. Governments conduct a variety of costly public education activities aimed at influencing road safety behaviour, and indeed, these have had considerable positive effect, particularly when coupled with enforcement strategies. However, I feel that it is through these efforts, in combination with the ongoing involvement of community organisations in road safety promotion, that lasting improvements in road safety behaviour will be achieved.

It is important that the broader community identify with, and have some ownership of, road safety approaches adopted. The Federal Office of Road Safety is certainly conscious of the major role that community organisations can play in improving road safety awareness and behaviour. We have sought to harness the influence that community organisations can have through a variety of activities. There are a number of approaches that the Federal Office of Road Safety has employed to stimulate the involvement of community organisations in road safety. However, the motivation must come from the local community.

Two particular initiatives that are examples are (a) the development of the Community Resource Package and (b) the conduct of an older pedestrian demonstration scheme. I propose to briefly outline these for you.

Community Resource Package

The Community Resource Package was developed in 1988 to assist community groups to identify road safety issues of concern within their local community and then to develop and implement strategies to improve the road safety record in that community.

The package

- helps identify the key road safety problem areas that should be targeted.
- provides practical advice on the steps that the concerned organisation should take in the development of appropriate road safety intervention strategies.
- contains an array of examples of road safety public education materials that the organisation can readily obtain for distribution to the wider community as part of its road safety work

The Community Resource Package was promoted nationally and distributed to every local government authority and leading community organisation in Australia. The package was again actively promoted last year. To date some 3000 packages have been distributed across Australia. I am pleased to say that interest in using it still continues.

Older Pedestrian Demonstration Scheme

In response to the significant increase in pedestrian fatalities in the above 60 year age group in 1988/89, the Federal Office of Road Safety developed a 'one off' pedestrian safety demonstration scheme.

The 17 projects that were selected for funding from over 100 applications

ranged from engineering works and the conduct of public education campaigns to the development of comprehensive road safety improvement strategies. The cost of these projects ranged from \$1,400 to \$30,000.

A key feature of all projects selected for funding was the high level of community involvement. A good example of this is the fact that local aged communities were approached to determine the specific problems for pedestrians and to suggest appropriate solutions.

We intend to publish reports of selected projects to effectively help the transfer of best practice at local community level.

Other Strategies

A current example of the strategies employed by the Federal Office of Road Safety to stimulate the involvement of community organisations in road safety can be found in the development of our 'Buckle Up in the Bush'. The campaign, to be launched this coming April, is built on the use of television and outdoor advertising. It is aimed at improving the rate of seat belt wearing amongst, chiefly, young males in non-metropolitan Australia.

The Federal Office of Road Safety is also currently investigating the feasibility of carrying out a community based drink/driving prevention project in a rural community in the Northern Territory. Northern Territory road safety and health authorities are involved. Ideally, the project will also involve a wide range of local community groups, as the success of such a project will be largely dependent on local 'ownership' of and commitment to the scheme.

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Future Activities of F.O.R.S.

Before concluding, I will briefly outline what I see as the priority areas for attention of the Federal Office of Road Safety over the next couple of years.

** In the area of motor transport or specifically, the Australian Design Rules, over the next two years at least, our efforts will concentrate on the following:-

- * a comprehensive review of passenger car occupant protection standards.
- * completion of the bus safety package (seat belts; seat strength; rollover standards; improved emergency exits.

- * anti-lock brakes for heavy trucks and buses.
- * review child restraint and anchorage requirements (with Standards Australia).

** Research in the areas of alcohol and drugs, fatigue, rural and truck safety and an investigation of issues concerning the behaviour of the young driver.

** Statistical data collection, including injury data.

** Public education activities will be expanded to include focus on the issues of alcohol, fatigue, rural and truck safety and on the target groups of young drivers and motor cyclists.

Conclusion

In conclusion, let me re-emphasise the importance of the vital contribution that community organisations can and do make to improving Australia's road safety performance. I believe that the Australian College of Road Safety presents a fine example of what a community body, with an active and positively motivated membership, can achieve. The College continues to make a valuable contribution to the community's improved road safety.

RESEARCH REPORTS

A report entitled "Driver Education and Licensing; the RACV'S Perspective" has been prepared by Elizabeth Leven and Karen McIntyre. The report examines the current Victorian situation regarding Pre-Driver Education, Driver Licensing and Post Licence Education. Assessment is made of behavioural countermeasures introduced elsewhere in these areas. Future directions currently being proposed for implementation in Victoria are also discussed.

The report concludes:

- * Pre-driver education should be included in the Victorian Certificate of Education curriculum with the aim of developing safe and responsible attitudes towards driving.
- * The in-car component of pre-driver education programmes should teach only basic vehicle control skills.
- * Evaluation of pre-driver education programmes requires urgent consideration so that the effectiveness of these programmes in attitude development can be assessed.
- * The driver licensing procedure should commence with a knowledge and a visual acuity test. After supervised driving experience, learners should undertake a practical driving test of vehicle control skills and some judgement skills.
- * Throughout the probationary period, graduated stages should be introduced with controlled conditions.

"A Study of Heavy Vehicle Swept Path Performance" is a report on a study aimed to develop appropriate criteria of acceptable low-speed geometric performance (swept path) and a practical means of verifying compliance. The study included all classes of heavy vehicles: general freight vehicles, buses, medium combination vehicles and road trains.

The study was undertaken by the Australian Road Research Board and Road User Research Pty Ltd. The results of the study appear as Australian Road Research Board Special Report No 48.

Data has been collected on steering path, clearances to road features, vehicle speed and turning parameters. Analysis of this data provided (i) critical swept path situations for each vehicle class (i.e. steering path geometry plus the critical swept path dimension), (ii) vehicle-based criteria of swept path performance and (iii) means of assessment against these criteria. It was found that truck drivers steer in such a way as to control clearances to the rear axles, and that the total swept path at the exit from the turn is usually the most critical dimension.

Taking into account implications for dynamic stability and load distribution characteristics of vehicles, various means of assessing swept path performance against the specified criteria were developed. These cover the simplest measures (required for enforcement in the field) through slightly more complex parameters (suitable for use at registration and Australian Design Rule approvals) to computer simulation for one-off use. Detailed recommendations for swept path assessment of all vehicle classes are included in the report.

The capacity of the road network needs to be established in order to set a road-based swept path performance specification.

AUSTRALIAN COLLEGE OF ROAD SAFETY VISIT OF DR SINGH

CODE OF PROFESSIONAL CONDUCT

In terms of public health, the environment and the economy, traffic safety is a major Australian issue.

The Australian College of Road Safety exists to network professionals working in the field, to assist them in maintaining standards and to promote road safety solutions which have been found to be effective.

Members of the Australian College of Road Safety are expected to:-

1. Promote the aims of the College as defined in its Constitution.
2. Maintain a standard of excellence in their safety speciality and continue to upgrade their skills and training in that area.

3. Commit themselves to evaluation of programmes and assessment of environmental effects of those programmes.

4. Share information freely about implementation of safety programmes.

5. Behave safely at all times.

6. Follow any codes of safe practice devised for their sections of the transport industry.

7. Encourage professionalism amongst all traffic safety workers.

8. Refrain from making any unauthorised public statements on behalf of the College

As part of a programme to organise GUEST LECTURER TOURS each year, drawing on a list of distinguished international road safety experts, the Australian College of Road Safety will be bringing Dr Amarjit Singh to Australia.

Dr Singh is the Director of the Centre for Alcohol and Road Safety Education at the University of Reading. He has been responsible for important studies in the area of implementation of road safety programmes in schools, developing a code of road safety education, doing trial work on a new approach to school road safety education, as well as establishing the Centre of which he is Director.

Dr Singh is a leading figure in the promotion of professional advancement for road safety workers in Britain. It is anticipated that the greatest value from his visit will result from workshops with key traffic educators in the eastern states of Australia.

The interim itinerary is Sydney, August 5 and 6; Melbourne, August 8 and 9; Brisbane, August 12 and 13.

POSITION PAPERS

The Executive Committee of the Australian College of Road Safety is developing a series of "Position Papers". These will be completed by June 1991 and published by the end of the year. Some will appear in "RoadWise".

It is intended that these will be discussion documents which state what the College, as a professional body, knows and does not know about key issues in road safety. The papers will be discussed in a session at the fourth biennial National Traffic Education Conference in February 1992.

Through this process of identifying key issues, clarifying details in writing and discussion, it is envisaged that the College will be able to eventually produce policy statements on vital aspects of road safety.



SAFETY SIGN SERIES

This is No. 7 in a series of interesting safety signs. The sign is adjacent to the Princes Highway at Bombo, near Kiama, NSW.



New South Wales
Traffic Education Centre

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COURSES:

- Car Driver Update (1 day) – improve basic driving skills
- Car Control (3 days) – more extended training
- Professional Driver (3 days) – occupational drivers
- 4WD Off-Road Course (2 days) – professional & recreational drivers
- 4WD Vehicle Recovery (1 day) – jacks, chains, winches, etc.
- 4WD On-Road Course (3 days) – specialised professional driver course
- Motorcycle, including pre-licence training courses
- Enquiries are invited from school groups about road safety courses, including bicycle education, pedestrian and passenger behaviour and other pre-driver training.
- General enquiries are invited about new courses being developed and about use of facilities for corporate product trials, demonstrations and marketing promotions.

Some of the courses have "eligible training status" when included in a staff training program.

Certificates are issued on satisfactory completion of courses.

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CONFERENCES

The British Council, "Road Safety and Accident Prevention", residential course at the University of Newcastle Upon Tyne, September 8-20, 1991.

"Road Trauma; The Medical- Engineering Link", Royal Australasian College of Surgeons, Melbourne, 19-20 July, 1991 (sponsored by the Association for the Advancement of Automotive Medicine).

A specialised course on "Injury Scaling; Uses and Techniques", sponsored by the Association for the Advancement of Automotive Medicine, Melbourne, July 17-18, 1991 and Sydney, July 22-23, 1991.

"Safety at Railway Level Crossings", ARRB Conference at Adelaide Convention Centre, September 26-27, 1991.

Australasian Traffic Education Conference (4th biennial), Australian National University, Canberra, A.C.T., February 14 & 15, 1992. The annual general meeting of the Australian College of Road Safety will be held in conjunction with the conference.

NEW MEMBERS

The following are new members of the Australian College of Road Safety:-

Corporate

Transport Accident Commission of Victoria	(Mr R Taylor) NSW
Department of Education, NW Region	(Ms Merrewyn Hoholt)
Vicroads - Community Programmes	(Ms Marilyn Bowler)
The Victorian Academy for General Practice	(Dr D T Mansie)
Traumatic Head Injuries Network Inc SA	(Ms Jo Shearer)
Confederation of Australian Motor Sport	(Mr John Keefee)
Royal Australian College of General Practitioners	(Dr D Mansie)

Personal

Dr Bronwen Houstain	(Weston, ACT)
Mr Ray Taylor	(Canterbury, Vic.)
Assistant Commissioner Frank Green	(MacLeod West, Vic.)
Mr R K Stott (RAC of WA)	(Perth, WA)
Dr Barry Gilbert (Director, Public Health M'Ment)	(Melbourne, Vic.)

MOTORISTS' ROAD SAFETY PRAYER

Lord, give me careful hand and watchful eye,
That I may harm no one as I drive by.

Thou gavest life; I pray no act of mine
Take life away - nor maim Thy gift divine.

Teach me to use my car for others' need;
And shelter those, O Lord, who ride with me.

Help me not to miss, through needless speed,
The beauty of this world. Guide me that I may
With courtesy and joy, drive safely life's highway
And reach without mishap - eternal day.

EXCERPS FROM PRESIDENT'S ANNUAL REPORT

(Dr Brian Connor at the AGM in Melbourne)

The Executive Committee met four times during the year (twice in Sydney and twice in Brisbane). We are grateful for the hospitality extended by Mr Harry Camkin and the Road Safety Bureau of the RTA in Sydney and by Mr John Fraser in Brisbane and the Speaker of the Queensland Parliament, Mr Jim Fouras, with whom we dined on November 26, 1990. Committee members have also been in contact in other ways on a regular basis throughout the year.

The committee's role has been to oversee College activities at three levels - administrative matters, networking across Australia and professional development.

Over the past twelve months consultations have concentrated (for reasons of distance) on the eastern States of Australia and by letter with state correspondents in Victoria, Tasmania, South Australia, Western Australia and the A.C.T.. During this time I have been in contact with over 60 individuals and organisations across Australia on behalf of the College. This has resulted in publicity for College activities, publication of articles and letters, and a greatly valued transfer of information about road safety matters.

A process of writing a series of position papers on various key road safety topics has commenced. The expertise of Committee members is being used to produce these documents and, where possible, other members of the College are being invited to help with the production.

The Executive Committee is concentrating on two national priorities. They are the establishment of a national Road Safety Awards Scheme and the introduction of an annual guest lecture series.

The first guest lecture was given on June 21, 1990 by Barbara Sabey. She

covered a wide range of topics in her talk and made comparisons between road safety issues in Australia and Britain. Her long experience in road safety research and organisation allowed a unique insight into those initiatives which might have some hope of reducing road trauma in the future. Her audience was drawn from a number of professional disciplines and the lecture was made possible by the sponsorship of the RTA of NSW and the Royal Australasian College of Physicians.

Dr Amarjit Singh from the University of Reading has been selected as our guest lecturer for 1991.

In my discussions across Australia during 1990 it became obvious to me that there is a need for a national organisation like the Australian College of Road Safety. This was confirmed by some conclusions at the highly successful ARRB Conference in Darwin in August 1990, when calls were made for more community involvement; emphasis on implementation and audit of road safety measures; more attention to be focussed at Local Government level; greater professional training in road safety; environmental concerns; and a review of the institutional issues involved in road safety initiatives. These are all matters of vital concern to the College. We need in the last decade of this century, if we are to have a major impact on road trauma in Australia, to emphasise networking amongst road safety workers, to involve the community in road safety decision-making, to encourage programme evaluation and to support professional training for road safety workers. We must be aware that some stakeholders in the road safety debate feel marginalised and that others who should be involved, particularly at the community level, do not realise yet that they have a contribution to make.

To emphasise our interest in increased professionalism in road safety, I stress my particular interest in the Code of Conduct (adopted at the AGM), the need to include road safety studies in medical training throughout Australia and the access that everyone outside major road safety units now has to road safety publications and research through the National Road Safety Resource Centre.

Our financial situation is a problem and the Committee is aware of the need to increase subscription rates, develop attractive sponsorship proposals and to seek specific purpose funding where possible. Until major funding sources for College activities are found there needs to be a balance between a rational level of activities and the capacity of a voluntary committee. My hope is that there will eventually be established an Australian Road Safety Trust Fund which will support College activities and a wide range of research and evaluative activities.

It has been difficult, as a rural medical practitioner, to act as President of an embryonic national organisation like the Australian College of Road Safety. It would have been impossible without the ever willing support of the Committee and, in particular, the other office bearers: Jim McGrath (Secretary) John Fraser and Cliff Johnston (Vice-Presidents) and Colin Grigg (Treasurer). There is a wide range of skills amongst the Executive Committee and each member was given a special area of responsibility during the past twelve months.

Many activities have been planned over the past twelve months and we hope they will bear fruition over the next decade. I thank all the Committee members for their conscientious help and moral support throughout the year as I could not have survived without it.

OVERSEAS

WHICH SIDE OF THE ROAD?

Mr David Gregg from the Middlesex Polytechnic, presented a paper to the 23rd annual meeting of the University Transport Studies Group in the U.K. in January, 1991. This raised the issue of which side of the road vehicles should travel.

In terms of a European Single Market and an easier channel crossing, it seems that British traffic is approaching an anomalous position. From 1993, upon crossing the channel, all road users will find themselves on the "other" side of the road. The mental preparedness of drivers may diminish with the change from a sea-borne voyage to the relatively rapid journey through the tunnel.

The author observes that "the effects will become increasingly apparent to the British public in general when privately imported second-hand vehicles become widespread" in British traffic flow.

It is also foreshadowed that vehicle manufacturers may perceive right-hand steering as an inefficient variation when faced with price impacts.

The suggestion is made that world uniformity may be advantageous. However, "The practical reality is that there will never be world uniformity with left-hand traffic".

The countries in which drivers keep to the left are Irish Republic, Japan, South Africa and almost all of the British Commonwealth. It seems that, because of the problem which is looming for Britain, it is being suggested that these other countries should also be contemplating a change. Gregg sees this as a world issue, and points out that many of the problems and costs of changeover in Britain could be amortised on a world scale.

But given the obvious cost of the change and the training which drivers would have to receive, do we want to change in Australia? Of what significance is the strong claim that left-hand traffic is inherently safer than right-hand traffic?

(The paper entitled "1992 is Twenty-Five Years After 1967", David Gregg, is available from the National Road Safety Resource Centre for those who wish to read the full text. 1967 is the year when Sweden made the change to right-hand traffic.)

ROAD SAFETY RESEARCH SEEDING GRANTS SCHEME

Twelve road safety research projects are to be sponsored this year by the Federal Government. The funding amounts to more than \$209,000.

Subjects to be researched during the next 12 months are:

- Pre-primary children's awareness and use of road safety rules (*Curtin University of Technology*).
- Dysfunctional driver behaviour (*University of Melbourne*).
- Appraisal of a drink-driver education program (*Warrnambool District Base Hospital*).
- The health risks of long-distance trucking (*Northern Community Health Research Unit*).
- The attitudes of young drivers to risk taking, role modelling and drink-driving countermeasures (*Australian Catholic University*).

- The effect of visual impairment on driving performance (*Queensland University of Technology*).
- The evaluation of a program that provides a discount taxi fare dependent upon a blood alcohol content reading (*State Drive Safe, South Australia*).
- The effect of new safety helmet legislation on bicycle accidents in young children (*Queensland Radium Institute*).
- Aboriginal road crashes in Western Australia (*University of Western Australia*).
- Visual function as an objective measure of alcohol and drug effects on driving (*La Trobe University*).
- In-depth study of attitudes and beliefs of young male drivers and motorcycle riders (*University of Western Sydney*).
- Predicting young people's traffic risk taking (*University of Queensland*).

... Briefly

"Developing our Future Drivers" Competition

The RACV and Nissan have launched a road safety competition. The aim is to encourage young drivers and those soon to be licensed to improve driving behaviour and help reduce their involvement in crashes. Entries are being invited from school groups. The entries are to be in the form of original ideas to improve safety eg., school programmes, themes for mass media campaigns, schemes involving rewards for safe novice drivers etc.. The prize is a Nissan Pintara T for the school from which the winning entry is received, to assist with their pre-driver training. Entry forms are available from RACV Traffic & Safety, 550 Princes Highway, Noble Park, Vic., 3174 and must be submitted by August 30, 1991.



At the official opening of the National Road Safety Resource Centre, at the University of New England, were (left to right), Mr Karl Schmude, University Librarian; Mrs Elizabeth Brown, Branch Librarian; Mrs Robyn Warwick, Special Projects Librarian; Professor Ralph Parsons, Deputy Vice-Chancellor and Principal, U.N.E. Armidale; Dr Brian Connor, President ACRS; Mrs Thelma McCarthy, President of the Board of NSW Traffic Education Centre; Mr Colin Grigg, Treasurer ACRS; Mr Chris Horneman, Leader, Driver Education, NSW Road Safety Bureau.

PACIFIC HIGHWAY STUDY

A traffic study under way on the north coast of New South Wales will help determine future government strategy for upgrading the Pacific Highway after 1993. The strategy will help continuing government efforts to improve the highway beyond the current \$300 million NSW-Federal joint program. Any upgrading beyond 1993 will be based on predicted traffic density, the nature of the freight task and an economic evaluation of the costs of upgrading the entire highway to divided road standard.

The strategy will include road and rail options for moving people and freight. It is being conducted by the Federal and NSW Governments. A wider study by the Bureau of Transport and Communications Economics (BTCE) into the Sydney-Brisbane corridor is being held in conjunction with the north coast investigation. This study will examine road and rail freight movements and traffic usage along all major highways (not only the Pacific Highway) linking the two cities.

HUME HIGHWAY IMPROVEMENTS

It is estimated that \$1.5 billion will have been spent on upgrading the Hume Highway to four-lane standard between Sydney and Melbourne when the reconstruction project is completed. Federally-funded projects worth more than \$700 million are under way on the highway including bypasses of Wangaratta, Yass, Cullarin Range, Goulburn and Mittagong. Only 36 kms of the Hume Highway in Victoria remains to be converted to four lanes, and 65 per cent of the route in NSW will be duplicated when current works are completed.

ABOUT PEOPLE

Dr Mary Sheehan is a Senior Lecturer in the Department of Social and Preventive Medicine at the University of Queensland. She has extensive experience in educational evaluation at the University level. Mary was the responsible researcher on the evaluation of the Queensland Medical Curriculum from 1979 - 1986.

Her work has also included the development of preventive programmes to reduce alcohol and drug misuse. As a specific part of this interest is her work for road safety on drink driving. In 1985 she became a chief investigator on the Queensland team developing the "Plan a Safe Strategy". This is a drink driving education programme for year 10 high school students. She presented a paper related to this work and entitled "Insights from a Developmental Evaluation", at the second biennial National Traffic Education Conference in 1988.

More recently, she is working on the "Safe Drinking Community" intervention programme to reduce adolescent binge drinking and associated unsafe behaviours.

IMPLEMENTATION TRIAL OF VICTORIAN LEARNERS GUIDE

With the lowering of the Learner Permit age to sixteen years from July 1st, 1990 the Road User Behaviour Branch of Vic Roads has been using a document called the **Victorian Learners Guide** in an evaluative programme. Stage one of this trial took place in November 1990 at six Victorian government schools.

This package is designed to encourage Learner Drivers to get more onad experience before they get a licence. The guide itself lets learners record the amount and type of driving experiences they have.

Stage two of the trial will test two methods of implementation. The first involves schools in selected areas whilst the second involves distribution through VIC ROADS Business Offices. It is hoped that this will begin at the beginning of term three.

VISIBILITY PROBLEMS AT INTERSECTIONS

A study undertaken by Peter Cairney and John Catchpole at the Australian Road Research Board, focussed on over 500 accidents at intersections of major and minor roads in Melbourne.

The study has found that about half the drivers did not see the other vehicle or pedestrian in time to avoid a collision. The remaining half saw the other road user but presumed that they were not a hazard or that they would stop. A quarter of all drivers were affected by visual obstruction which was usually a manoeuvring vehicle. Less frequently, a parked vehicle blocked the driver's vision.

The report has concluded that:-

- * mandatory use of day-time running lights by all vehicles would increase their conspicuity.
- * emphasis should be made during driver training and licensing programmes and in mass media publicity on looking skills and appropriate driving procedures when faced with visual obstructions.
- * kerb extensions would assist by placing pedestrians in a protected position where they can see and be seen before crossing.

National Road Trauma Advisory Council

The National Road Trauma Advisory Council, an eight member advisory group, has been established by the Commonwealth Government. The Council has been appointed to advise the Government on effective and achievable ways to reduce the number of people killed and injured on Australian roads. In particular, it will identify principal causes of road crashes and may propose national policies leading to reduction in road trauma.

PUBLICATIONS

NATIONAL ROAD SAFETY RESOURCE CENTRE

(An initiative of the Australian College of Road Safety in co-operation with the University of New England)

The Librarian, National Road Safety Resource Centre,
Newling LRC, University of New England,
ARMIDALE NSW 2351

Telephone (067) 734261 Facsimile (067) 729702

"The Proceedings of the Third Biennial National Traffic Education Conference 1990", ISBN 0 9590668 4 5, EMU Press.

"Heavy Vehicle Safety on Major NSW Highways: a Study of Crashes and Countermeasures", ISBN 0 7240 8120 8, Roads & Traffic Authority, NSW, October 1990.

"Traffic Safety Education Administrative Guidelines", ISBN 0 7241 7016 2, Ministry of Education, Victoria, 1991.

"VATSET Magazine", Victorian Association of Traffic Safety Education Teachers, March and May, 1991

"Survey of Driving by Disqualified and Suspended Drivers in Western Australia", D I Smith and G E Maisey, ISBN 0 642 51020 2, (FORS Report No CR 94, Nov. 1990)

"Road Safety", NSW Roads and Traffic Authority Road Safety Bulletin, No 4, Summer Edition 1990-91.

Publications produced by the Australian Road Research Board include:-

- **Australian Road Research** (quarterly journal).
- **Research Reports** (approx. 30 per year)
- **Roadlit** (weekly bulletin)
- **Briefing and Special Briefing** (regular digests of ARRB activities)
- **Other publications** (conference proceedings, technical publications, etc.)

"Portrayals of Driving and Alcohol in Popular Television Programmes Screened in Australia", Donald Martin et al, University of New England, ISBN 642 51363 5, (FORS Report No CR 90, June 1990).

"The Need for Some Form of Compulsory Periodic Inspection of Passenger Vehicles" and "The Need to Improve the Standards of Motor Vehicle Repairs.....", Travelsafe Committee, Queensland Parliament, Report No 2, 1990.

"Road User Behaviours Which Contribute to Accidents at Urban Arterial/Local Intersections", Australian Road Research Board, 1991 (Price \$22)

"Roundabout", summer 1990/91, Issue No 2, Federal Office of Road Safety.

"Truck Drivers' Manual", National Road Transport Industry Training Committee Ltd, (available from Federal Office of Road Safety), April 1991.

Drive For Your Life

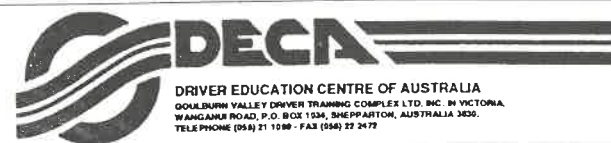
One of the recognised solutions to reduce the number of fatal and serious injuries from accidents is better driver training. Shell Australia and the Driver Education Centre of Australia formed a non-profit joint venture to produce a video-based driver education programme aimed at 15-17 year old youths. The programme is entitled "Drive For Your Life" and includes seven videos plus leader's notes and suggested student activities.

In Australia there is an over repre-

sentation of young people in traffic accidents: 35% of all drivers killed in road mishaps are under 25 years of age.

This programme provides a comprehensive training programme that the project team hopes will be provided to every secondary school in Australia by community groups.

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4th year of publication.



Vol. 4 No. 2



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Editorial

The viability of rail passenger operation, which is a land transport alternative to coach service and private vehicle use, may be studied in detail. This would be a flow-on from the recent development of the National Rail Corporation which will integrate interstate rail freight services. The topic is on the agenda of the Australian Transport Advisory Council, for discussion in Darwin on October 4.

Depending on the reaction at the meeting, a study will follow into the centralised management of passenger services. The deregulated airlines, with concomitant lower fare prices, as well as Federal Government policies on micro-economic reform and new federalism are the key motives for this trend in thought.

The recent elimination of the "institutional" service between Melbourne and Sydney, the closure of many branch railway lines, the set-back for the Very Fast Train project, the reallocation of XPT services in New South Wales and Federal Government review of Australian National Railways are all indicative of a system in change.

The change in passenger numbers on coaches during the long pilot's strike gave evidence of the impact which one part of the transport system can have on another mode. In a deregulated system, this interaction is simply competitive forces in the market place and customer demand as a reaction to availability and quality of a service and its price.

In this case, the competition is between private and public services and it involves the ultimate proportional use of air, road (coach and car) and rail transport. In our system, Governments are expected to moderate economic criteria with a social concept of the "common good". Hopefully, when considering the future economic competitiveness of public railways and private airlines, decision makers will include in their cost and benefit analysis the physical and social effects which a "leaner" rail system will have on road use, with likely increased pressure on the road toll.

GUEST LECTURE TOUR

The guest lecturer invited to Australia in 1991 by the Australian College of Road Safety was Dr Amarjit Singh. His tour involved presentations and discussions at meetings and workshops in Sydney, Canberra, Melbourne and Brisbane during August. The British Council assisted with the tour.

Dr Singh is the Director of the Centre for Alcohol and Road Safety Education and Community Studies, University of Reading, U.K. He has been a champion for the professional status of people working in the field of road safety. Connected with this objective, he has been an external examiner for tertiary courses in road safety studies used for professional training of practitioners and administrators.

Apart from his involvement in developing the Centre which he now directs, Dr Singh has primarily worked for the implementation of road safety programmes in schools.

He was able to describe the steps taken and the barriers encountered in the development of road safety education in schools.

The aim of this work has been to develop a national approach in which road safety education is integrated with the overall curriculum and taught by teachers in the system.

The starting point from which this aim was approached is best understood from the surveys which were carried out and which revealed:-

- a general lack of coherent planning of road safety education programmes in many schools and colleges.

- that teachers are often not aware of the range of curriculum materials available for road safety education.

- that there are relatively few in-service training courses specifically on road safety education.

- that there is a need for better co-ordination of road safety education across the curriculum.

Good Practice Guidelines were developed by a working party of educationists, organised by the Department of Transport. The guidelines were intended for local education authorities, to assist in planning and co-ordination of road safety education in schools.

The *Curriculum Guidance Document 5* states that "schools have the responsibility to provide all pupils with accurate information about health matters (including safety)". Dr Singh has given the advice that the ability to accept this responsibility is facilitated when each school prepares a clear statement of its policy for road safety education. A clear policy statement can do much to ensure the

place of this topic in the curriculum.

The main value of a policy statement is that it engenders a commitment to road safety education and the policy is a record of what has been agreed upon in reaching this commitment. Furthermore, it is both the basis for the plans used to reach the overall goals and also the standard by which programmes can be evaluated.

Dr Singh, in advising schools to focus on a policy statement, suggests that it will contain:-

- The aims and objectives of road safety education which will be specific to and appropriate for the school.

- The concepts, information, skills and attitudes to be addressed.

- The methods of teaching, learning and organisation which will be most effective.

- The key member of staff who will take responsibility for co-ordination and planning the implementation of road safety education throughout the school so as to ensure progression and continuity.

Pilot projects with the authority of the Departments of Transport and Education and Science have been set up in Sheffield and Hertfordshire. This will provide the opportunity for the guidelines to be evaluated and revised.

[cont'd p.4]

[continued from page 3]

Guest Lecture Tour

The project in Sheffield began in September 1990 and inservice training was in progress in Hertfordshire to enable implementation of teaching programmes in September 1991.

It is anticipated that full evaluation of the pilot projects will require a period of several years. The evaluation of the planning process will be followed by assessment of the operation of the resultant programmes in schools, using as criteria the improvement achieved in knowledge, skills and understanding of school students.

Many road safety practitioners, administrators and persons in the education system in Australia have benefited from the information and insights provided by Dr Amarjit Singh concerning the British experience in road safety education.

SSHFI

Mr William H Franey is one of four nominees who will be inducted in the class of 1991 at the Safety and Health Hall of Fame International. The ceremony was held on October 7, 1991 in New Orleans, Louisiana, U.S.A. Mr Franey is being acknowledged for his work on uniform traffic safety codes, standards and enforcement in the United States of America.

TRAFFIC CALMING

This is an excerpt of a briefing document prepared by Ray Brindle BE, M Eng Sc, Dip T & RP, MRAPI, (Australian Road Research Board) for the Australian College of Road Safety in their current efforts to develop "position papers" on key road safety topics.

"Traffic calming" is the term which now is frequently mentioned in discussions on urban traffic policy, yet two or three years ago was almost unheard in Australia. It has been promoted as the panacea for urban traffic ills, and the way out of the environmental dilemma into which urban traffic has led us. Nevertheless, it is not well defined.

Australia has been a (largely unacknowledged) world leader in implementation of measures to moderate the impacts of traffic in lower-density living areas. In Germany, measures to improve street environments have been described as "verkehrsberuhigung" (traffic pacification or traffic calming).

A review at ARRB identified three levels of discussion about "traffic calming" :-

LEVEL 1

Actions to restrain traffic speed and lessen traffic impacts at the local level, where traffic volumes, levels of service and network capacity are not an issue.

LEVEL 2

Actions to restrain traffic speed and lessen traffic impacts at the corridor (intermediate) level, where traffic volumes, levels of service and network capacity are an issue.

LEVEL 3

Actions at the macro-level, to lessen traffic levels and impacts city-wide, (suppression of traffic demand).



Ursula College, Australian National University, Canberra, is the venue for the Australasian Traffic Education Conference (4th biennial) to be held on February 14 and 15, 1992)

The Depths and Despair of Road Trauma

In the words of Dr Brian Connor, President of the Australian College of Road Safety, the book *Cry of a Damaged Man* is compulsory reading. Indeed, there is value for many people in this reading. Lessons can be learned from the book by other doctors. There is advice for victims of road trauma who must come to terms with its lasting effects. A better appreciation of the devastating effects of road trauma and a greater commitment to its reduction can be obtained by everyone.

The author is Dr Tony Moore, a well known Melbourne surgeon and rehabilitation specialist. Prior to his traumatic experience, he was athletically fit and he had a high level of self assurance and self esteem. He had always tried to carry out his work from the patients point of view.

It is a truism that no aspect of life is really understood until one has personally experienced it. This is the essence of the book.

Dr Moore was driving to work some seven years ago, when a thirty tonne truck, driving through a red light, crushed both his car and him within it. He recalls "a siren seemed to be screaming inside my head. There was damage everywhere. Broken bits of my body and the car were twisted together in a gruesome embrace. Nothing would let go. I could not move".

The medical report showed that he suffered twenty bone fractures, a ruptured lung and flail chest, as well as obvious bruises and lacerations. But the medical report did not show the emotional and psychological effects. Intensive care and hospitalisation lasted three months

thirteen weeks of which his body was in plaster. But recovery has taken years and some medical problems still linger.

Dr Moore writes "the process of recovery involves the challenge of reclaiming damaged capacities, the acceptance of those which have been lost and the joy of exploring new ones. This book reveals my personal experience of that journey". The incident dramatically changed Dr Moore's life in many ways. He considers he is now a better doctor. He has learned things about illness which no amount of sympathy can heal and no textbook mentions. His attitudes to life have changed and he has rebuilt relationships with the members of his family

Cry of the Damaged Man

T. Moore, Picador, 1991, paperback, \$12.99.

**SAFETY SIGN SERIES**

This is No. 8 in a series of interesting safety signs. It has been erected by the Lions Club on the Pacific Highway, just north of Coffs Harbour, NSW.

ACRS Executive

A meeting of the Executive Committee of the Australian College of Road Safety is being held in Brisbane on October 11, 1991.

Cover Photograph

This is an example of traffic calming at Victor Harbor, South Australia.

(Also refer to articles "Traffic Calming", page 4 and "Pedestrianisation", page 10).

NEW MEMBERS

Corporate

National Injury Surveillance Unit (Dr J Harrison).
ABC Driving School (Mr John Roddick)

Personal

Sgt. Ted Wilson (State Bicycle Co-ordinator,
Victorian Police).
Mr Tony Heathcote (Diamond Valley Driver Training).
Ms S Mann (Driving Instructor)
Mr Stan Bishop (Road Safety Co-ordinator,
Queensland Department of Transport).
Mr Mike Rutherford (Driving Instructor).
Chief Supt. David Axup (Victorian Police).
W/O Richard Grosseibl (Australian Army).



New South Wales Traffic Education Centre

Training For Survival

COURSES:

- Car Driver Update (1 day) – improve basic driving skills
- Car Control (3 days) – more extended training
- Professional Driver (3 days) – occupational drivers
- 4WD Off-Road Course (2 days) – professional & recreational drivers
- 4WD Vehicle Recovery (1 day) – jacks, chains, winches, etc.
- 4WD On-Road Course (3 days) – specialised professional driver course
- Motorcycle, including pre-licence training courses
- Enquiries are invited from school groups about road safety courses, including bicycle education, pedestrian and passenger behaviour and other pre-driver training.
- General enquiries are invited about new courses being developed and about use of facilities for corporate product trials, demonstrations and marketing promotions.

Some of the courses have "eligible training status" when included in a staff training program.

Certificates are issued on satisfactory completion of courses.

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OVERSEAS

Surveys show that people with sleeping difficulties are more than twice as likely as those without this problem to be involved in vehicle crashes. The most recent evidence of this comes from a Gallup poll of 1,000 adults, commissioned by the U.S.A. National Sleep Foundation.

Other confirmation of this problem has been provided by data from the U.S.A. Department of Transportation. According to this evidence, 200,000 car crashes each year are attributed to drowsiness of the driver.

Insomnia is apparently not taken as a serious medical problem. The research shows only 5% of insomniacs seek medical advice. Related to this, 40% of people with sleeping difficulties use medication not prescribed by doctors, some of which could be inappropriate.

Conferences

Australasian Traffic Education Conference (4th biennial), Australian National University, Canberra, A.C.T., February 14 & 15, 1992. The Annual General Meeting of the Australian College of Road Safety will be held in conjunction with the conference.

16th ARRB Conference, "Technology for Transport Productivity"; Perth, W.A., November 8-12, 1992.

Transport and Greenhouse - Towards Solutions, a national conference of the Office of the Environment, Victoria; Melbourne, November 18-20, 1991 (Secretariat, ICMS, PO Box 329, Parkville, 3052)

LOSS OF MOTOR CO-ORDINATION

According to neuro-psychologist, Dr Richard Gates, of the University of New England, many victims of closed head injury are not properly assessed.

"General practitioners and even some specialists lack knowledge of the higher order processes of the brain and are unable to diagnose the sometimes subtle symptoms of brain injury", said Dr Gates.

According to the Motor Accidents Authority of New South Wales, there are approximately 1,000 new cases of brain injury each year in New South Wales alone, the majority of which are received in road accidents. This is often the case for brain injury patients in the younger age groups.

Difficulties in assessment can have serious medico-legal implications for the patient such as being denied adequate compensation.

However, there are also further implications when head injury patients wish to return to driving.

The effects of closed head injury viz., reduced motor co-ordination, slower reaction times, visual impairment, etc., can be so subtle as to defy detection without specialised training or equipment.

When judgements of normality are made on superficial signals such as "whether a patient can walk or talk", Dr Gates believes errors can be made.

Dr Gates advocates a proper neurological examination for

all head injury victims. This has special implications for such patients who wish to return to driving or who wish to apply for a first licence.

The subtleties of head injury, as they affect a victim's capacity to drive safely, can be detected using driving simulation equipment. In so doing, a person's *desire* to behave responsibly on the road can be measured against their *ability to do so*, eg., the equipment has demonstrated that a person may know that application of the brake is necessary but cannot actually take the action or make it quickly enough.

Driving skills can then be tested further in a safe environment using off-road facilities such as those at the New South Wales Traffic Education Centre. Here, patients can be tested with no threat of injury to themselves or others.

Dr Gates comments came as a result of his participation in a recent seminar organised by the Motor Accidents Authority of New South Wales. The purpose of this seminar was to discuss the medico-legal implications of head injury in order to stimulate better conditions for head injury victims.

The General Manager of MAA, Mr Martin McCurrah, said that his organisation was keen to work for the improvement of conditions for brain injury victims, partly because head injury is often a result of road trauma. He said that the MAA is directing \$30 million to brain injury projects over the next few years.

STOP-REVIVE-SURVIVE

Driver impairment is recognised as a major cause of road crashes. Knowledge, skills and roadcraft may be insufficient when a driver is suffering stress, inebriation or fatigue.

The STOP, REVIVE, SURVIVE campaign, to reduce fatigue, has much to commend it. Various organisations contribute to it throughout Australia. Governments, businesses, service clubs and community groups provide the service at roadside rest areas.

The editor recently took a break on the Highway-Route 15, between Warwick and Cunningham's Gap. "Driver Survivor Kits" and refreshments were being distributed to drivers and riders. The obvious participants in the provision of this service were Queensland Police, Department of Transport, suppliers of Nescafé and Kit Kat and local friendly people.

The plastic jacket containing the "Driver Survivor Kit" carried the message "Wake Up to Fatigue-Fatigue Can Kill". There were also lists under the captions of "Fatigue's Early Warning Signs" and "Fatigue: How to Prevent It". The kit contained three publications: "Surviving the Drive"(RACQ)," "A Guide to Queensland Roads and Rest Stops","Road Safety is a Family Affair".

Those who provide the resources for this programme should be congratulated. Those who provide the service, often voluntarily, should be thanked. Those who do not use the opportunity to stop should be encouraged.

RESEARCH

Approximately 400 deaths, 1700 injured persons and an estimated cost of \$500 million result each year in Australia from reported truck crashes. Statistics show that the number of crashes per distance travelled is approximately twice as great in Australia when compared with other developed countries. Following some improvement during the 1982 to 1985 period, there has been no improvement since, despite recent changes to legislation.

Now special research into truck safety has been initiated and sponsored by the Australian Road Transport Federation. The study was divided into five research tasks and organised through the Australian Road Research Board, from which progress reports are now available.

1. Safety Audits - the key to improving truck routes? (K W Ogden, Monash University and R A Pearson, R A Pearson and Associates).

2 Action on B-Doubles, bull-bars and belt wearing: key ways to improve truck safety. (PSweatman)

3. No proven solutions to complex issues; some promising countermeasures suggested (K W Ogden, Monash University and R A Pearson, R A Pearson and Associates).

4. Accidents involving trucks may cost twice as much as other accidents. (P T Cairney).

5. No drop in fatal truck crashes. (N L Haworth, P Vulcan and F C Wai).

The recommendation from the sectional reports, in the areas of road and traffic; vehicle; driver; and organisational factors, have been summarised by Peter Cairney in special Report No 46. "Improving Truck Safety in Australia". This report also covers other related factors from previous discussions and studies. The report also allocates likely responsibilities for action and further research among the road transport industry, the road authorities, the unions, enforcement agencies and the motor vehicle industry.

ABOUT PEOPLE

Mr John Catchpole is an experimental Scientist at the Australian Road Research Board in Melbourne.

He completed a B Sc in Mathematics at the University of Melbourne in 1977. His earlier work was as a Computer Programmer for Department of Defence, GMH, IBM (UK) and the MMBW. From 1984 until 1988 he was a Research Assistant in the Department of Psychology at Monash University. He completed a B Sc (Hons) in Psychology at Monash University in 1987.

In April 1988 he took up his current position. Working on the road safety/human factors team at ARRB, his research is focussed on the fields of road design factors, road user behaviour and road crashes involving young drivers.

Mr R John Howard, who is an engineer with the Devonport Council in Tasmania, was awarded the Ted Hooper medal at the sixth National Local Government Engineering Conference. John has had a special interest in road safety. The pre-school training area at the New South Wales Traffic Education Centre is named in recognition of his efforts. John is the Tasmanian correspondent for the Australian College of Road Safety.

Dr Peter A Leggat is President of the Australian Chapter of the World Safety Organisation. He made a visit, earlier this year, to the Anton Breinl Centre for Tropical Health and Medicine, in Townsville, North Queensland. He discussed with the Director, Dr Richard Speare, future joint health, safety and environmental programmes for developing countries in the region.

MOTOR SPORT SAFETY

In the sport of motor racing, safety is an issue which officials recognise.

Pre-race scrutiny encompasses the checking of unsafe matters. The sport is controlled by national competition rules which are administered by the Confederation of Australian Motor Sport (CAMS).

Included in these checks is the wearing apparel of competitors. Driving suits must be manufactured with approved material. In the event of fire, aged and deteriorated suits, which probably have absorbed oil and flammable substances, are also unsafe. Worn footwear is considered to be a hazard, not only to the driver, but also to others.

(CAMS is a member of the Australian College of Road Safety).

ACRS FELLOWSHIPS

The Australian College of Road Safety has instituted the award of Fellow. The aim is to recognise significant contributions to improvement of road safety in Australia.

Nominations for the first awards closed on August 30. These will be evaluated by the Fellowship Sub-Committee and recommendations will be made to the Executive Committee. The awards will be presented at the Australasian Traffic Education Conference at the Australian National University, Canberra, in February 1992.

EMERGENCY STOPPING BEDS

On the New England Highway between Bendemeer and Moonbi (which are between Armidale and Tamworth, NSW), vehicle drivers have to negotiate the steep decent over the Moonbi Range. Following a spate of crashes in the Moonbi Village, at the foot of the range, involving out of control heavy vehicles, innovative stopping beds have been constructed.

The beds, which have been installed by the NSW Roads and Traffic Authority, are a novel alternative to the conventional safety ramp. They consist of a pit 350mm deep filled with fine (7mm) washed gravel from the Goulburn River. A 50 metre long entry ramp ensures a steady build up of braking force.

The beds are 200 metres long and 5 metres wide. Two installations have been completed at strategic positions on the decline.

Trials with semi-trailers have been successful. Using no more than half the length of the bed, vehicles have been brought to a smooth, rapid and safe halt. Deceleration rates are about the same as the effect of full emergency braking.

Vehicles have to be recovered from the beds by towing. Anchor points have been provided at each end of the beds.

Although the vehicles are not damaged in the emergency stopping, it may be necessary for brake drums to be inspected and cleaned to remove fine gravel.



Emergency stopping bed, Moonbi Ranges, New England Highway, NSW

JOIN THE NETWORK
with membership in the Australian College of Road Safety

Training For Medical Practitioners

The Royal Australasian College of Surgeons, with support from NRMA, have planned training courses for doctors in emergency situations.

The course is based on the Advanced Trauma Life Support course developed by the American College of Surgeons. It covers the early management of trauma victims, specifically, the care needed in the first three hours after trauma occurs. The course will be conducted at the Royal Canberra Hospital Accident and Emergency Department. Following the course in March, 1992, for a restricted number of specialists and general practitioners, more courses may be offered in future years.

(Further details are available from Ms Christine Read, Royal Australasian College of Surgeons, Spring Street, Melbourne, 3000)

"Pedestrianisation"

The recent upgrading of Macquarie Street in the centre of Dubbo, in country New South Wales, has been planned to reflect the new thinking of planners in local government. "Pedestrianisation" is the word coined by a local newspaper to describe the process to "win back" areas for pedestrians, giving their needs more relative priority to those of motor vehicles.

The founding planners had provided a 30 metre wide thoroughfare with relatively narrow footpaths. The gradual commercialisation of the city and use of Macquarie Street by through-traffic led to traffic congestion and pedestrian risks.

The redevelopment has included widening of footpaths, installing furniture and shade, elevating pedestrian crossings and providing more off-street parking in other areas of the city. The intention of these measures was to control speed and volume of traffic and polluting exhaust gasses in shopping areas.

National Awards Scheme

The Australian College of Road Safety has introduced an Award Scheme entitled "Good Practice in Road Safety at the Community Level 1992". College President, Dr Brian Connor, launched the project in a presentation to the sixth National Local Government Engineering Conference in Hobart on Friday, August 30.

The ultimate goal of the scheme is the widespread establishment of good road safety practice at the local level ie., involving local authorities and local community groups. To facilitate this goal, it is envisaged that a *Code of Good Practice in Road Safety* will be developed.

The development of such a code can only proceed following actual experience at the local level. therefore, the College is providing a stimulus, through awards, to generate this experience; the Awards Scheme is expected to foster the establishment and evaluation of local demonstration projects in road safety.

Expressions of interest in the scheme have been invited from individuals or organisations who are able to provide details of "projects emanating from, developed in co-operation with, or carry the enthusiastic support of local communities".

It is anticipated that projects with a wide variety of characteristics, scale, cost and scope will be submitted. As illustrations only, the College has given a number of categories to provide a starting point for projects. These are information, planning, engineering, education, enforcement, encouragement and co-ordination of resources. **The submissions must relate to projects implemented between January 1, 1990 and December 31, 1991**

Drive For Your Life

One of the recognised solutions to reduce the number of fatal and serious injuries from accidents is better driver training. Shell Australia and the Driver Education Centre of Australia formed a non-profit joint venture to produce a video-based driver education programme aimed at 15-17 year old youths. The programme is entitled "Drive For Your Life" and includes seven videos plus leader's notes and suggested student activities.

In Australia there is an over repre-

sentation of young people in traffic accidents: 35% of all drivers killed in road mishaps are under 25 years of age.

This programme provides a comprehensive training programme that the project team hopes will be provided to every secondary school in Australia by community groups.

Information about "Drive For Your Life" can be obtained from local Shell service stations or from D.E.C.A., PO Box 1742, Shepparton, Victoria, 3630. Telephone (058) 21 1099.



DRIVER EDUCATION CENTRE OF AUSTRALIA
GOULBURN VALLEY DRIVER TRAINING COMPLEX LTD. INC. IN VICTORIA
WANGAMAI ROAD, P.O. BOX 1534, SHEPPARTON, AUSTRALIA 3630.
TELEPHONE (058) 21 1099 - FAX (058) 22 2472

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PUBLICATIONS

"Think", the Australian Magazine on Acquired Brain Damage, Vol 1 No 3, June, 1991.

"Crashlab", a brochure with information on biomechanics of impact injury; providing information on the research facility at New South Wales Roads and Traffic Authority

"L to P - Supervising a Learner Driver", (with Learner Driver's Logbook) prepared by Royal Automobile Club of Victoria and Driver Education Centre of Australia, ISBN 0 909843 68 6, RACV, 1991.

"Improving Truck Safety in Australia", P T Cairney, Special Report No 46, Australian Road Research Board, 1991.

"Cry of the Damaged Man", Tony Moore, Picador, 1991.

"Vatset Magazine", Victorian Association of Traffic Safety Education Teachers, quarterly publication.

"Inroads", to assist secondary schools to integrate traffic safety into the curriculum. Vicroads, Nos. 1 & 2, 1991.

"Road Traffic Collisions, Statistics", Enforcement Evaluation Analysis Section, Traffic ? Support Group (Victoria Police), June 1991.

"Tech-Letter", ("Driving Safety Tips that could save your "life" on or off the job"), World Safety Organisation, Warrensburg, USA, June 1991.

NATIONAL ROAD SAFETY RESOURCE CENTRE

(An initiative of the Australian College of Road Safety in co-operation with the University of New England)

Enquiries may be directed to:

the Special Projects Librarian, National Road Safety Resource Centre,

Newling LRC, University of New England, Armidale, NSW, 2351.

Publications produced by the Australian Road Research Board include:

- Australian Road Research (quarterly journal)
- Briefing and Special Briefing (regular digests of ARRB activities)
- Research Reports (approx 30 per year)
- Roadlit (weekly bulletin)
- Other publications (conference proceedings, technical publications etc)

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Look how nylon changed the world!

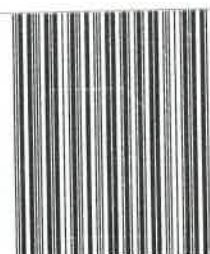
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Editorial

There can be a manifestation of confusion and sometimes rorts when road rules are not uniform from one state to another. Over the last twelve months some of these anomalies have been overcome. Agreement on some laws applicable to all motorists and regulations relating to the operation of heavy vehicles are included in a move by all states to a consistent approach. Generally, this is a favourable trend, although there may be sound reasons for continuing differences in some regulations to suit the variation in conditions in such a vast country.

It is also evident that differences exist in how state governments allocate responsibility for traffic management and road safety. The organisation and responsibility for road safety has always overlapped many authorities and departments. There are aspects of this issue which traditionally have been the concern of the portfolios of transport, health, main roads, education, local government, urban planning, and police. This spreading of responsibility may have contributed to an apparent failure to give road safety the prominence it deserves on the political agenda.

Organisational differences from state to state also determine the emphasis given and the approach taken to specific aspects of the problem of road trauma. For example, there is considerable variation in the importance given to and the method of dealing with traffic education for school children. The approach varies from occasional visits to schools by a member of the police force to an attempt to have road safety integrated into school curricula and taught by all teachers. In another example, the role of police, motor registries and driving instructors in the training and licensing of drivers is vastly different from state to state. All attention should be on the development in South Australia, which accredits private driving instructors in a system controlled by the Department of Road Transport, which will integrate driver training, testing and licensing.

POLICE and TRAFFIC SAFETY

The Traffic Support Division of the South Australian Police Department, under the supervision of Superintendent Graham Barrett, has sections for Traffic Safety, Highway Patrol, Speed Camera and Accident Investigation.

The Traffic Safety Section was formed in the early 1980's. It is totally sponsored by the SGIC, which requires approximately \$million 0.75 per annum. These funds provide vehicles (6), van (1), facilities, equipment and staff.

The staff, under the Officer-in-Charge, Sgt. David Hearn, includes ten Senior Constables. These are deployed as follows:-

- * 6 Traffic Safety Instructors, involved in lecturing duties.
- * 1 Instructor, controlling and operating the Police Children's Road Safety School.
- * 3 Police Officers, providing a service through the Police Traffic Information Office.

The overall objective of the Traffic Safety Section is to contribute to the achievement of a reduction of road crashes by providing information on traffic law and road safety matters and by offering education to Police, all road users and prospective road users throughout South Australia.

The programmes provided by the Traffic Safety Section are:-

Youth Driver Education

This two by two hour programme is directed at year 11 and year 12 school students. It is designed to develop and improve safe driving practices, skills and driver attitudes, and to inform and discuss causes of road crashes,

drink driving responsibilities and the latest legislation pertaining to driving and safety. Through some two hundred secondary schools and colleges and unemployed groups, approximately 17,000 individuals are involved in the programme each year.

School Monitors

School crossings throughout South Australia are successfully operated by school children. The Traffic Safety Section is involved in the training of these school monitors. Approximately 7,000 students are trained each year for these duties and they maintain a very high level of performance.

Children's Road Safety School

This facility is in its twenty eighth year of operation. It provides road safety and bicycle education for more than 7,000 children each year.

Situated at Thebarton, it was constructed as a community project by the Rotary Club of Adelaide Inc.. Most of the equipment was donated by 55 local South Australian firms, and most of the labour used in the construction of the training area was provided by Police Officers, seconded by the Department.

The site has a "figure of 8" layout, with a dual highway down the centre. On the highway is erected or painted, all traffic control devices which could confront young people on South Australian roads. Safety features include road markings; barrier lines; stop lines; turning arrows; traffic lights (including "walk" and "don't walk" signals); train crossing (complete with a flashing light and bell signal); stop, keep left, and give way signs; pedestrian crossing; and a 25km./hr. school crossing.

Apart from school groups visiting the centre for sessions during school periods, the training area is floodlit to enable it to be used for evening classes. This attracts church and youth groups, cubs, brownies, girls brigade, Y.M.C.A., and other community groups.

Road Safety Awareness

The Traffic Safety Section communicates with and presents road safety lectures and traffic law education to as many road users as possible. The target groups represent a wide cross section of the community and include kindergartens, schools, service clubs, business groups, church groups, defence force personnel, staff of government and semi-government authorities. Up to 14,000 people each year receive this type of presentation.

A special presentation is given to junior primary school children throughout the state by Senior Constable Peter Marr with his puppet "Alister". With his skills of ventriloquism, piano and guitar playing and singing, he has been able to develop great rapport with even large groups of children and get the message across in a novel and effective manner.

Traffic Information Services

Information services are provided internally and to the public from a Traffic Information Office in Carrington Street, Adelaide and from a mobile van. The latter is completely fitted out as a mobile office, with pull-out awning, tea-making facilities, etc.. It is the means of taking displays and information to the public at shopping centres, malls and special events, such as the Royal Show, Grand Prix, Field Days, Police Week, etc..

(continued on page 4)

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(continued from page 3)

The aim is twofold viz., (a) to maintain comprehensive and accurate resource and data files concerning traffic laws and regulations; Australian Design Rules; vehicle modifications; road safety literature and traffic restriction/hazard information (b) to use collected data for promulgation to police, media and the public.

Some specific tasks of the service include :-

- * representing the Police Department as media spokesperson.
- * preparing and delivering 'on air' radio reports and sessions eg. "Northern Police Beat".
- * researching and compiling media releases for campaigns and



The successful school monitor programme in South Australia depends on the training given by Police Officers of the Traffic Safety Section.

police initiatives.

- * replying to letters of enquiry to the Police Department and Minister.
- * recommending action on traffic complaint reports.

The office is public with three direct telephone lines i.e. (08)2074480, 2074478 and 2074483. Members of the public may contact Police for rapid and accurate answers on traffic laws and road safety issues.



New South Wales Traffic Education Centre

Training For Survival

COURSES:

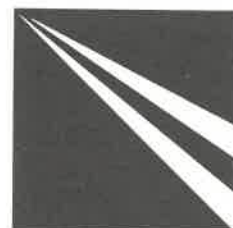
- Car Driver Update (1 day) – improve basic driving skills
- Car Control (3 days) – more extended training
- Professional Driver (3 days) – occupational drivers
- 4WD Off-Road Course (2 days) – professional & recreational drivers
- 4WD Vehicle Recovery (1 day) – jacks, chains, winches, etc.
- 4WD On-Road Course (3 days) – specialised professional driver course
- Motorcycle, including pre-licence training courses
- Enquiries are invited from school groups about road safety courses, including bicycle education, pedestrian and passenger behaviour and other pre-driver training.
- General enquiries are invited about new courses being developed and about use of facilities for corporate product trials, demonstrations and marketing promotions.

Some of the courses have "eligible training status" when included in a staff training program.

Certificates are issued on satisfactory completion of courses.

PO Box 999
(Cnr Mann Street & Castledoyle Road)
Armidale NSW 2350
Telephone: (067) 72 8688
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DEPARTMENT
OF
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TRANSPORT



Government of South Australia

Road Safety Centres

The Tea Tree Gully, Road Safety Centre at Hazel Grove, Ridgehaven, S.A. has been operating since July 1980 for the purposes of providing road safety education for children. This community based programme has relied for its facilities and resources on the City of Tea Tree Gully Council, the Tea Tree Gully Kiwanis Service Club and the South Australian Government.

Staffing of the centre has been co-ordinated by Council officers and relies on voluntary instructors, with assistance from school class teachers, and personnel from the S.A. Police. The team of volunteers assists with one or more functions, such as instructing children in road safety; assisting with general duties at the centre; and maintenance of the bicycles. All volunteers undergo a training programme.

The centre features a specially prepared network of roads with pedestrian activated crossings, railway crossing, traffic signs and a roundabout. A classroom with appropriate educational resources enables indoor instruction to be given to groups. Bicycles, safety helmets and vests are provided at the centre.

Road safety education is given by means of lectures, signs, posters, slides, videos and written exercises, according to a curriculum which is appropriate for particular age levels. This indoor education is supplemented by practical training in pedestrian and cycling behaviour and skills.

Learner Student Driver education programmes are also conducted three times each year.

The participants are 16-18 year old high school students and young unemployed persons. Each must have a learner driver permit. This SGIC sponsored programme aims at teaching young learner drivers basic driving skills. Instruction is given by accredited driving instructors who are affiliated with the Institute of Professional Drivers.

Within the framework of each learner driver course, the objectives are to:

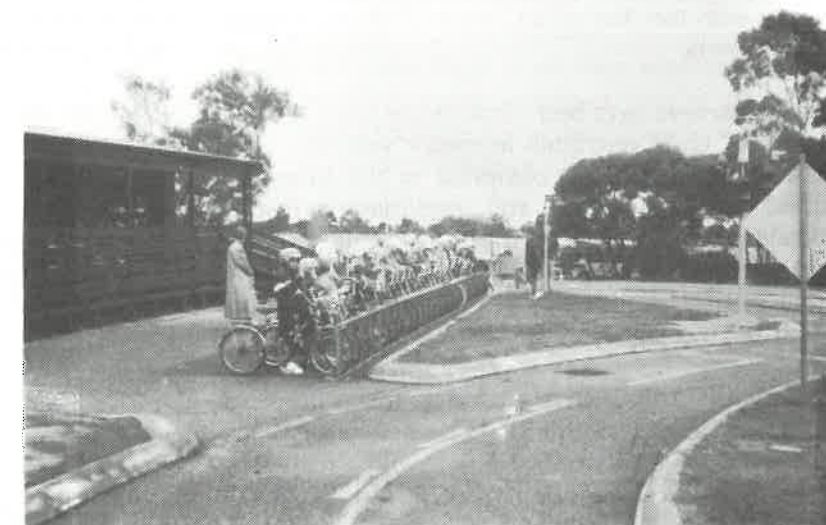
- * Foster a road safety awareness
- * Develop a safe driving attitude
- * Assist young motorists with practical on-road driving skills
- * Ensure an understanding of road traffic law
- * Provide a comprehension on basic car maintenance

In South Australia, facilities for child road safety education exist at Oaklands Park, Wyalla, Port Pirie, Millicent, Bordertown and Jamestown and the SA Police have operated a centre at Thebarton for the past twenty eight years (see on page 5).

Programmes of this nature have also been provided in various centres throughout Australia.

The trend in official support is one of decline. Despite voluntary staff arrangements, financial assistance is still required. Government sources of funds for road safety programmes have tended to place this type of road safety education in a low category. In states with fewer resources for road safety, it is difficult to justify this training at all. Also, community based road safety centres tend to concentrate on user-pays programmes, which usually does not include road safety programmes for children.

Unfortunately, the interest in using these facilities varies from school to school and attendance is spasmodic for any one child from schools where there is interest. As a result, evaluation of the effectiveness of the programmes is almost impossible. This deprives the centres of justification for allocations of finance. Yet, it can be argued that life-long education is important.



A class in bicycle education at the Tea Tree Gully Road Safety Centre, Ridgehaven, South Australia.

ROYAL AUTOMOBILE ASSOCIATION OF SOUTH AUSTRALIA

The RAA of SA operates in the tradition of motorists' organisations throughout Australia and in other countries. It provides a comprehensive range of services related to touring, travel, vehicle operation, and of course emergency road service. It acts in the interests of its motoring members when a collective voice is required, especially when dealing with Government. The Association is also well represented on relevant committees, including the State Government Road Safety Advisory Committee.

In recognition and as a measure of its performance, the RAA won a 1991 State Bank of South Australia Tourism Award for its Accommodation Classification Scheme.

The RAA also has a long standing involvement in road safety.

Advice on a wide range of issues is provided in brochures which are available for members. Articles with a safety theme regularly appear in "SA Motor", the RAA magazine. The information provided includes up-to-date advice on traffic legislation.

Guidance is also provided on vehicle occupant protection, especially the use of child restraints. Expert advice is available on the selection, use and installation of different restraints. The Association has established a network of child restraint anchorage installers to professionally fit suitable anchorages in early model vehicles that do not comply with the Australian Design Rule for in-built anchor points.

Regular surveys have been undertaken since 1982 on the use of child restraints in motor vehicles. The latest study was being compiled at the time this journal went to print, and preliminary results indicate that only two thirds of children are "adequately protected". There are still many instances of restraints not being used or restraints being used incorrectly.

Field work of RAA includes inspections of hazardous traffic locations. These investigations typically involve on-site inspections and a review of accident statistics, and often results in approaches to the State or Local Government with recommendations for remedial treatment.

The Association regularly monitors peak traffic conditions through surveys which measure average travelling time and speed on selected arterial routes.

The RAA also has a major involvement in the driver education arena. Pre-licence instruction is available for drivers. Novice drivers receive on-road training and other education from qualified driving instructors in preparation for obtaining their licences.

The Association has also joined forces with Tony Hastings' "Drive To Live" organisation which conducts one day courses covering collision avoidance, skid control and braking skills.

Involvement by RAA in road safety education for school children has been a new initiative for the organisation. An RAA Scholarship for teachers enabled four teachers to travel interstate to study road safety initiatives. Following their return, a seminar was organised to exchange experiences. Subsequently, in conjunction with the Department of Education, material is being prepared for incorporation into the school curriculum.

STATE BICYCLE COMMITTEE

Since 1981 a State Bicycle Committee has been appointed by the Minister in South Australia. The committee has been given administrative support by the Department of Road Transport.

The State Bicycle Committee administers a budget for bicycle facilities eg., tracks, lanes and markings.

The function of this committee is currently under review. It is possible that its role will be broadened. One new responsibility could be the updating of the Adelaide Bike Plan.



THINK

Traumatic Head Injuries Network Inc. S.A. (THINK) is a South Australian based organisation. It is a voluntary organisation for head-injured people, professionals and relatives who are committed to improving services for adults and children with acquired brain damage. It is concerned with preventive and rehabilitative measures related to this type of trauma.

The policy of the organisation is to provide a forum for information on issues, services and service needs in the area of acquired brain damage and to act as a national networking medium, linking people who have suffered traumatic head injury and all those who are concerned with the welfare of victims. Many of the latter received their injuries in road crashes.

The main medium for implementing the policy of the organisation is the quarterly magazine "THINK". The publication is one year old and has proved that it is filling a need. Information is collected through representatives in all states and territories of Australia and from USA, UK, Canada and New Zealand.

["THINK" magazine, Regency Park Centre for Young Disabled, PO Box 209, Kilkeny, S.A. 5009, Telephone 08 3474117].



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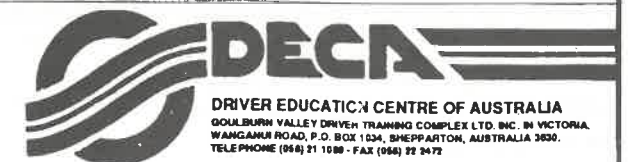
Drive For Your Life

One of the recognised solutions to reduce the number of fatal and serious injuries from accidents is better driver training. Shell Australia and the Driver Education Centre of Australia formed a non-profit joint venture to produce a video-based driver education programme aimed at 15-17 year old youths. The programme is entitled "Drive For Your Life" and includes seven videos plus leader's notes and suggested student activities.

In Australia there is an over representation of young people in traffic accidents: 35% of all drivers killed in road mishaps are under 25 years of age.

The project team hopes that this comprehensive training programme will be provided to every secondary school in Australia by community groups.

Further information can be obtained from local Shell service stations or from DECA, PO Box 1742, Shepparton, Victoria, 3630 ; Telephone (058)211099.



DRIVER DEVELOPMENT CENTRE

A Road Safety Centre was established at Oaklands Park, South Australia, in 1972 as a project of the Road Safety Council of South Australia. This became a function of the Department of Transport (now the Department of Road Transport) in 1985. During 1991, because of a change in policy emphasis, it has become the Driver Development Centre and is a part of the Department of Road Transport, South Australia.

The facilities include a large auditorium, specialised training rooms with the latest training aids, an extensive film and video library and off-road areas for practical driver and rider instruction.

The goal of the centre is the reduction of road trauma by improving the education and training of vehicle drivers. To achieve this aim, a range of training programmes have been developed and are being administered at the centre.

The management of the centre is based on a general policy of continual revision of its programmes. This ensures that the basic principles of safety are supplemented with new research findings. It also maintains the relevance of the programmes used to teach safety, in terms of current technology and applications.

The programmes may be summarised as follows:-

1. Driver Instructors' Course

- for those wishing to obtain a Motor Driving Instructor's Licence. This will be compulsory in the near future and will enhance the sequential monitoring of the competency of those who are currently licensed.

2. Driver Trainer Course

- this provides guidance and training for organisations which conduct in-house training programmes.

3. Fleet Driver Management

- this includes a set of programmes which involve consulting with organisations which operate vehicle fleets and provide an advisory service on driver requirements and capabilities and on efficiencies which can be derived from driver training programmes.

4. Defensive Driving

- standard course
- specialised courses: these include driving on unsealed and slippery surfaces; driving four wheel drive vehicles, including recovery and retrieval techniques; community buses and heavy vehicles.

5. Ridersafe Scheme for Motorcyclists

- Ridersafe is a compulsory, statewide, pre-licence training programme for novice motorcyclists.
- post-licence training for organisations employing motorcyclists eg. Australia Post.

6. Lectures

- provided at the centre or in-house for community groups, service clubs, schools and industry organisations, in audio-visual format and on a wide range of subjects related to driver development and training.

Since 1989, organisational changes have occurred in South Australia, in the government departments responsible for different aspects of roads and traffic viz., road construction, vehicle and driver licensing and transport services. In addition, for some five years the whole process of training, testing and licensing novice drivers has been under review. Some changes in the system have been introduced and other proposals are being investigated.

The graduated Driver Licence Scheme for novice drivers was introduced in 1980 and extended in 1989 to provide more opportunity for better training for the more accident prone group. Probationary licences are not issued until a person is sixteen and a half years old and must be held until they are at least nineteen years of age. The shortest period for holding a probationary licence, regardless of age, is twelve months.

The Ridersafe, pre-licence training for motorcyclists is being used as a model for driver training. Likewise, the Training In Lieu of Experience Scheme for drivers wishing to upgrade licences to heavy vehicle categories, has demonstrated some beneficial features. The concepts of (a) a combination of theoretical and practical training and (b) evaluation during training as a requirement for obtaining a licence, have application for driver training.

Future novice driver training will be based on the

(continued on page 9)

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draft National Driver Training Curriculum. This approach has been developed by various state authorities in conjunction with the Federal Office of Road Safety.

The role of the Institute of Professional Driving Instructors has become more significant. It now provides a well organised, professional, competent and ethical industry base for instructors. The centre has engaged licensed driving instructors to work with permanent staff on a wide range of training and commercial operations.

These changes and developments provide the foundation for further reorganisation and changes in the system of training, testing and licensing of drivers, with the underlying aim of improving the capabilities of road user.

A new system of novice driver training and licensing is being developed using the concept of a log book, training modules and continual assessment as the preferred method of gaining a licence. At the same time, a new method of practical driver testing will be introduced.



Driver Development Centre, Oaklands Park, South Australia.

ROAD SAFETY PROGRAMME CO-ORDINATION

It has been said many times: traffic safety is multidisciplinary. This fact provides difficulties for the efficient management of countermeasures. Different governments around the world have made various responses to the allocation of responsibilities for action to reduce road trauma.

In South Australia, the Road Safety Management and Co-Ordination Group has been formed. This group is comprised of the Department Heads from Police, Education, Health, Road Transport, State Transport Authority and Local Government. The participation from high levels of management is maintained, as no proxies, no delegation of membership is permitted.

The group meets quarterly and advises the Government on the road safety agenda. It is currently considering a proposal to refine a road safety strategy for South Australia.

ROAD SAFETY EDUCATION

The importance attached and approach taken to road safety education varies from state to state. This variation may be due to the philosophy of decision makers, the priority given to road safety, or the financial resources available in the particular state.

The most elaborate approach to this matter was outlined by Dr Amarjit Singh, during his tour of Australia in 1991, as guest lecturer of the Australian College of Road Safety. This approach involves fully integrating road safety into school education curricula.

In South Australia, there is a Safety Education Link Group. This includes representatives from Police, Education, Road Transport and Child Accident Prevention Foundation.

Using health and road safety national guidelines, this group endeavours to formulate the most appropriate programme for road safety education in South Australia.

ROAD SAFETY ADVISORY COUNCIL

The Road Safety Advisory Council exists in South Australia as a contact mechanism between the government and the community and business.

An annual public forum is held. The 1991 forum, entitled "Advances in Automobile Occupant Protection", was held at the Terrace Adelaide Hotel on September 17. Speakers included Professor Ken Diggs (University of Virginia), Ralph Hitchcock (National Highway Traffic Safety Administration, USA) and research, industry and government representatives.

ABOUT PEOPLE

Dr A Jack McLean

Dr McLean is a graduate in mechanical engineering from the University of Adelaide. He worked on the first at-the-scene study of a representative sample of road crashes in Adelaide in the early 1960's and was awarded a Master of Engineering degree. He then worked on a similar study at Cornell Aeronautical Laboratory of Cornell University, Buffalo, New York.

He spent 1967-1971 at the School of Public Health of Harvard University, where he was awarded the degrees of Master of Science in Hygiene in the field of Environmental Health and Doctor of Science in Epidemiology and Biostatistics.

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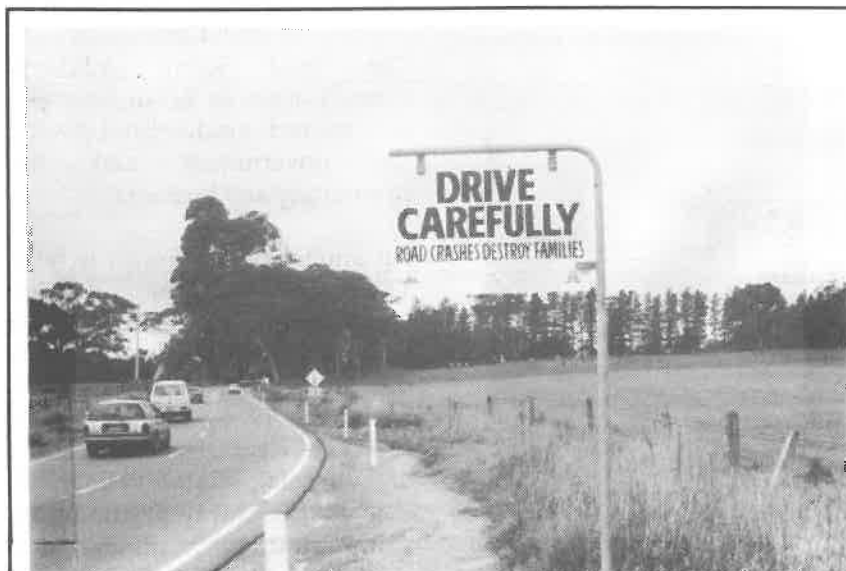
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During thirty years of study and research, Dr McLean has authored forty two and co-authored fifty seven publications and technical reports on different aspects of traffic safety.

He is the nominee of the Australian National Health and Medical Research Council on various advisory and standards committees. He is a trustee of the Global Traffic Safety Trust. He also has membership of the International Committee on Alcohol, Drugs and Traffic Safety, the International Research Council on the Biokinetics of Impacts, the Expert Panel on Accident Prevention of the World Health Organisation and various other national and international professional societies and committees.

He was the recipient of the Volvo Traffic Safety Award in 1988. In 1989 he was awarded the Graeme Gove Medal by the Royal Australasian College of Surgeons.



This is No. 9 in a series of interesting safety signs. It is erected near the intersection to Birdwood and Williamstown in rural South Australia.

CONFERENCE

The Australasian Traffic Education Conference will be held at the Australian National University, Ursula College on February 14 and 15, 1992 (For information, phone 067 723943).

FRONT COVER PHOTOGRAPH

The O-Bahn Busway provides an attractive alternative method of transport for the commuters of Adelaide's north eastern suburbs.

PUBLICATIONS

TRAVELSAFE Committee, Second Annual Report, October, 1991.

TRAVELSAFE Committee, Road Safety Education and the Law Enforcement, Report No. 3, September, 1991.

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RAA of S.A., SA Motor, Sept./Oct., 1991.

NATIONAL ROAD SAFETY RESOURCE CENTRE

(An initiative of the Australian College of Road Safety, in conjunction with the University of New England)

Enquiries may be directed to
the Special Projects Librarian, National Road Safety Resource Centre
Newling LRC, University of New England, Armidale, NSW, 2351

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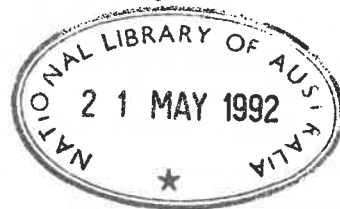
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RoadWise



*Australia's First Road Safety Journal.
4th year of publication.*



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Editorial

The Australian College of Road Safety Inc. has made progress towards its goals of contributing to better communication between road safety organisations, raising the professional status of those working in the field, and facilitating community based organisations which are attempting in some way to make Australian roads safer. Community organisations are a part of the community development process which is now widely recognised as being very significant in the implementation of road safety programmes.

The College has successfully introduced Visiting Lecturer Tours, Fellowships and the National Road Safety Resource Centre. It is proceeding with the thorough development of position statements on key issues in road safety. In August 1991, the Awards Scheme was launched at the sixth National Local Government Engineering Conference, in Hobart. Details of the scheme appear in this issue. The ultimate goal of the scheme is the widespread establishment, at the local level, of good road safety practice i.e., involving local authorities and local community groups.

All members of the College are requested to encourage the formulation of a submission in their particular area.

OCCUPANT PROTECTION

On September 17, 1991, the South Australian Road Safety Advisory Council organised their annual public forum. The theme of the Forum was "Advances in Automobile Protection".

The invited speakers were Dr Ken Digges, Research Professor, Department of Mechanical and Aerospace Engineering, University of Virginia, U.S.A.; Dr Ralph Hitchcock, Director, Office of Crashworthiness Research, National Highway Traffic Safety Administration, U.S.A.; Mr Michael Griffiths, Manager, Vehicle and Equipment Safety, Crashlab, Roads and Traffic Authority of N.S.W.; Mr Dennis McLennan of the Federal Office of Road Safety and Mr Don Dunoon, representing the motor vehicle manufacturers. The forum was officially opened by the Hon. Frank Blevins, M.P., Minister for Transport and the sessions were chaired by Dr Jack McLean, Director of the NH & MRC Road Accident Research Unit at University of Adelaide.

Occupant protection results from a combination of crashworthiness of the vehicle itself, the use of seat belts and child restraints and the installation of protective air bags. The discussions at the forum concentrated on the latter.

However, it was repeatedly stated that a combination of factors was required for the best results in preventing road trauma. Overwhelming evidence is available to show that the use of seat belts does not prevent serious head injuries and that in combination with air bags protection is increased.

Delegates were told that, while Australia had set the pace, ahead of America, in implementing seat belt wearing, that by 1994 air bags will be standard in all new vehicles in the U.S.A.

Many of the forum participants spoke in favour of the federal Government taking early action to have air bags introduced in vehicles for the Australian market.

Mr Blevins said "the inclusion of airbags and seat belt pretensioners are just two of the technical advances in car design which are available in many overseas models but are still not available here".

Mr Dunoon said that the vehicle manufacturing industry would prefer the issue to be resolved by Government legislation so that there would be a "level playing field".

Dr Michael Henderson, a former director of NSW Government road research, and currently a member of the Australian College of Road Safety, was reported recently, in *The Medical Journal of Australia* and in *Australian Dr Weekly* as being critical of the denial of air bags to Australian motorists.

Dr Henderson said that "Australian Governments have kept quiet about it, and consumers know nothing. The whole history of airbags is one of delay, misinformation and vacillation among those in a position to make life safer for others". Dr Henderson drew attention to the fact that companies such as Volvo, Saab

and BMW provide air bags for vehicles sold overseas, but do not even provide them as an optional extra in Australia.

At the RSAC forum in Adelaide, Mr Dennis McLennan advised that the Federal Government was pursuing a policy which required more research, in order to develop the best package for occupant protection.

"The primary Government role in vehicle protection has to be to ensure that Australian passenger vehicles continue to offer safety levels that embody the best technology available in comparable vehicles world wide", said Mr McLennan.

He went on to say that the Government needs to identify key problem areas and to work in a partnership with industry to achieve balanced results. He said that this partnership should "develop appropriate and cost effective improvements; ensure that the technology lag is minimised, that our vehicle costs remain manageable, and that exports are facilitated".

Mr McLennan explained that the National Road Trauma Advisory Council had been established to give strategic advice on road safety. The Council reports to the Prime Minister and Ministers for Transport and Health. Its reports will be tabled in Federal, State and Territory Parliaments. He said that one of three issues on which the Council was focussing at that time was passenger car occupant protection.

In addition to the establishment (next page)

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OCCUPANT PROTECTION (Continued)

of the NRTAC, there had been other parallel developments:

- * the inquiry into vehicle occupant protection by the Social Development Committee of the Parliament of Victoria in March 1990.

- * the decision by the Australian Transport Advisory Council to establish a high level working party to examine the issue.

- * the Federal Office of Road Safety commissioned a major review in occupant protection performance of vehicles in real life crashes, by the Monash University Accident Research Unit in late 1988 (published in March 1991).

"There is no doubt that in some quarters the expectations for progress in this area are reasonably high", said Mr McLennan. "Looking at the developments internationally, there would appear to be the potential for change, albeit with a lively debate about the nature and timing of any improvements".

He stated that regulations should be performance based and not design restrictive and indicated that further review was required. This will take into account :-

- * the views of road safety and health authorities, together with industry and research organisations.

- * the international character of the motor vehicle industry, particularly in the passenger car area.

- * the cost effectiveness of emerging technologies.

- * the impact of international harmonisation of motor vehicle standards on the Government's broader plans to improve the efficiency of the motor vehicle industry.

The Monash University study identified a number of possible improvements and recommended further research to test the effectiveness of these measures and then to select the most appropriate package for application in Australia. The factors included improving seat belt geometry, pretensioners and webbing locks; steering assemblies; improved padding; consideration of airbags and better protection for lower limbs.

Mr McLennan said that the Government was looking for the right package for Australia.

"Coming up with the right answers will involve careful analysis of the problem and a hard-headed assessment of the trauma benefits likely to be obtained from adopting particular occupant protection measures", said Mr McLennan. "A family of projects has been put together to provide the basis for an informed decision on future passenger car standards in Australia".

The projects to which he referred were as follows:-



This is No. 10 in a series of interesting safety signs. It is erected on the Pacific Highway in northern New South Wales.

- * a feasibility and cost/benefit study of the possible measures identified in the Monash University report.

- * a study of the community's willingness to pay.

- * a crash test programme of the 7 Australian manufactured plan models using instrumented dummies and the United States FMVSS 208 test procedure.

- * computer analysis of the results of these tests to determine the optimum settings for airbags, improved seat belts and soft steering wheels to be used in further crash tests on one model. The computer analysis will be validated by sled testing.

- * the NSW Roads and Traffic Authority Crashlab is providing data from a series of sled tests they are carrying out, using Hybrid III dummies, Euro or face bags, seat belt grabbers and pretensioners. FORS is assisting with the element relating to energy absorbing steering wheels.

- * an extension of the Monash University Accident Research Unit crashed vehicles study to provide more information on side and offset crashes, rear seat passenger and spinal injuries.

POST - TRAUMA CARE

In 1989, the Road Trauma Support Team was formed in Launceston, Tasmania.

The need for establishment of this group was recognised by Mrs Colleen Hall and other accident victims with whom she has had contact. The voluntary group now has some eighty members, many of whom have been accident victims, together with medical practitioners, health care personnel, community and social workers and politicians.

All those accident victims who have become involved with the team have stated that at the time of the accident, and in the following months, they felt a great need for support from some caring person or organisation. While some support is available from family and friends, this is often limited because they are also experiencing shock or grief.

The goal of the organisation is to promote the support and care of victims of road trauma, by counselling and dissemination of information and provision of caring services. To achieve this goal, the following objectives have been adopted.

(a) Provide crisis counselling to both the victims and their families.

(b) Follow-up with families of victims to encourage linking, networking and provision of counselling and support.

(c) Establish community support groups or support group sessions.

(d) Develop and distribute information which may assist accident victims and their families.

(e) Organise educational seminars for the benefit of victims, their families, the broader community as a whole, and health care providers.

The people to whom the organisation aims its assistance includes victims of major and minor accidents. Also, it is envisaged that families and friends of those killed or injured, witnesses of crashes, people who assist at the scene of crashes and those who have been found guilty of causing accidents (through drink driving and dangerous driving) are all in need of some form of assistance.

The Road Trauma Support Team plans to act, not only in providing support to the people in these categories but to refer some of these to other social and health providers for appropriate assistance. The group also intends to link with and provide information to other road safety groups.

Now the team has received financial aid from the Tasmanian Government to employ a co-ordinator. The position will be filled by Mrs Pat Igoe, formerly a director of Lifelink and an employee at the Launceston General Hospital. Mrs Igoe will bring expertise in conflict resolution and grief counselling.

Colleen Hall is a member of the Australian College of Road Safety. The College is supportive of efforts of the RTST and similar post-trauma support groups. The constitution of the College includes the objective "to encourage the provision of an environment of care and support for victims of road trauma". The provision for dissolution in the constitution names hospital spinal units as potential recipients of assets.



The founder of the Road Trauma Support Team, Mrs Colleen Hall (left) and the newly appointed co-ordinator, Mrs Pat Igoe (right).

FRONT COVER

The front cover photograph was taken during Dr Amarjit Singh's visit to Brisbane. He toured Australia in August, 1991 as guest lecturer of the Australian College of Road Safety Inc.. Dr Singh is the Director of the Centre for Alcohol and Road Safety Education at the University of Reading, England.

AWARDS SCHEME

The Australian College of Road Safety has introduced an Awards Scheme.

The goal of the scheme is the widespread establishment of good road safety practices at the local level, by community groups or local government councils.

To facilitate this it envisages the development of a *Code of Good Practice in Road Safety*, perhaps similar to the Road Safety Code of Good Practice adopted by the Association of County Councils, London.

The College believes that such developments cannot be prescribed nor can they even be drafted, without extensive experience in a cross-section of local environments, thorough evaluation of the results, and the dissemination of the findings throughout the broader community of interest.

Such a code might eventually be developed by or under the patronage of an established

national organisation with accountability for either road safety or the quality of life in local communities.

It would constitute a guideline for all levels of government as well as private sector and community groups.

Therefore, to this end, it is proposing the Award Scheme to foster the establishment and monitoring of demonstration projects.

The Award Scheme is the medium by which greater incentives can be recognised and promulgated.

Subject to the conditions for participation in the scheme, there is no constraint on the nature, scale, cost or scope of the projects entered for the award, provided that a contribution to road safety is their major objective.

It is anticipated however that entries will fall into one or more of the following categories (e.g.,

Road Safety Code of Good Practice), which are provided by way of illustration of the range of projects that might be of interest - there is no intention of issuing an award in each category.

* **Information** - projects to upgrade the data available to those responsible for or interested in promoting road safety.

* **Planning** - projects to assist the proponent or others to develop and implement plans for the improvement or assuring road safety.

* **Engineering** - design or modification of the road infrastructure to improve road safety.

* **Education** - of the public or special interest groups on road safety generally and on opportunities for improvement.

* **Enforcement** - acceptable means of increasing the efficiency and effectiveness of enforcement action.

* **Encouragement** - projects to influence others to take positive road safety actions.

* **Co-ordination** - of resources both wholly within the road safety area and of those relevant also to associated fields.

Entries will be assessed for the Award on the basis of the nature of the scheme; its status, including evaluation strategy; its contribution to the College's objectives, as outlined above; and the quality of its presentation. In general:

* **The Project**

- is it novel or unique?
- is it a substantial improvement on a

previous project?

- is it a novel adaptation of another project?

* **Status**

- what stage has the project reached:

- designed?
- presented to the public?
- approved by all necessary authorities?
- in place?
- completed?

* **Evaluation**

- the College is committed to the principle of evaluation and to the view that an evaluation strategy generally must be determined prior to the commencement of the project. This is particularly so for new initiatives. For completed projects, the results are obviously highly relevant to its assessment for the Award.

* **The Proponent**

- in the context of its Awards Scheme, the College is focussing on projects emanating from, developed in co-operation with, or carrying the enthusiastic support of local communities. Entries will be assessed accordingly.

More specifically, the assessment will be based on the following criteria:

* **Appropriateness**

- does it address a real issue or problem?

* **Effectiveness**

- will it make a major contribution to the resolution of the problem?

* **Efficiency**

- does it represent a cost-effective allocation of resources such that the benefits substantially outweigh the costs, including both external and internal costs of the project?

* **Originality**

- does it represent a new approach, or a substantial improvement on an existing programme?

* **Relevance** - how relevant is it to

the College's goal to the widespread establishment of good road safety practices at the local level?

* **Transferability** - can the project be readily applied in other areas where there are similar problems?

* **Contributions** - to what extent will the project make a contribution to achievement of the road safety objective of the College? What contribution will it make to other economic or social objectives. In particular, the environment, amenity and public health? (*Project is the generic term chosen to embrace programmes, schemes, plans, etc.*)

* **Results** - have positive results, in line with the project's objectives, been achieved?

* **Evaluation Process** - projects for which a formal evaluation has not yet been completed will be considered on both the quality of the evaluation plan and the pre-commencement assessment of the likely result and its costs and benefits.

* **External impacts** - does the project have any undesirable external social or economic impacts?

* **Documentation** - expensive or other 'glossy' presentations are

not required. The criterion will be the clarity with which the project, its objectives and its evaluation are adequately described.

CONDITIONS

To be eligible for entry to the scheme:

* Projects must be implemented between January 1, 1990 and December 31, 1991.

* Entries must be submitted by or with the written approval of the person or authority responsible for implementing the scheme.

* Four copies of the entry documents are to be submitted.

* Entries must be received no later than June 30, 1992 and the winners will be announced before December 31, 1992.

* The College reserves the right to publish any details of the entries and the Awards.

* Enquiries about the scheme and entries, clearly marked *Good Practice in Road Safety at Community Level* should be forwarded to:

Dr Brian Connor
Australian College of Road Safety
PO Box 1213
ARMIDALE NSW 2350



A local area development for traffic calming in the Adelaide suburb of Ridgehaven, S.A.



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ROAD TO REALITY - A CRASH COURSE

In 1992, a nationally consistent education kit entitled "Road to Reality - a Crash Course", comprising a sixteen minute video on drink driving and written support material, covering a broad range of subjects, will be available to schools throughout Australia. The content of both components of the kit covers many issues such as prevention, peer pressure, road misbehaviour, law, social responsibility, morality, bereavement and so on.

The written support material is broad and has some useful practical tasks designed for subjects as diverse as drama, media studies, English, religious instruction, legal studies, personal development, and pre-driver education. The kit is comprehensive, with the purpose that it will not gather dust on a shelf, because of its appeal to a variety of teachers (and promulgate the road safety message across the curricula).

Its longevity is an important goal, ably supported by the written material which acts as a medium for the reinforcement of the video's content. Furthermore, the video can be viewed from different perspectives several times, without fear of oversaturation, because of the multidisciplinary opportunities provided.

A brief synopsis of the story is as follows. An eighteen year old youth gains his driver's licence and celebrates at a pub with his friends. After some cajoling, he reluctantly takes them for a spin around the block, where tragedy strikes. The consequences are presented in a most open ended manner, but the repercussions are quite clear.

Although these issues have been dealt with many times, the short film's treatment is refreshingly unique and does not rely entirely on shock tactics, which are only

effective in the short term anyway. The kit presents an almost complete insight, covering most of what students need to know in advance, and aiming to inculcate socially acceptable behaviour, without the young people feeling sermonized or patronized. It will appeal to all socio-economic groups.

The kit is suitable for all secondary school students as well as adults, but its use is recommended at years 10, 11 and 12. Reaction to the video has been overwhelming and its success seems assured. It compares favourably with anything presently available and is considered to be one of the best road trauma films produced in recent years.

There is a current need for material such as this, partly because it caters for a topical community need and also it proves what voluntary groups can achieve. It shows students and teachers how to articulate and develop their own ideas and research towards issues which perhaps one day will affect them. This provides them with a very strong link between their education and their community.

The popularity of the video can be attributed to a group of ex-year 12 students, whose youthful enthusiasm and genuine commitment enables audiences to relate to their messages more so than if they were acted out by older characters. The professional filming and editing are the reasons for the film's outstanding quality. The kit has received many endorsements from service groups throughout Victoria.

This article was submitted by Mr Frank Pronesti; further information is available from him at :-

221 Archer Street

SHEPPARTON, Victoria, 3630

Telephone (058) 218929

SKID 'N' SLIDE SIMULATOR

A new device named the Skid 'n' Slide simulator has been developed by Jim Johnstone in Queensland.

In the past, driver training centres have invested considerable financial resources (up to \$A 0.75 million) in providing skid pans on which drivers could be trained to handle vehicles in emergency situations. The cost-effective simulator could make these facilities unnecessary in the future.

The unit is similar to equipment used by London's Metropolitan Police for driver training.

Jim Johnstone and Clifford Hodgson, both members of the Australian College of Road Safety, operate IAM Fleet Driver Training Services. One of the devices, attached to a Toyota Camry, is used in their training sessions. High school students in the Brisbane area have given it their seal of approval.

The invention has been patented and after final development will be marketed to driving schools for about \$4,000.

The simulator is an undercarriage device with leverage capabilities and a castor wheel assembly. It has been designed to be fitted to a car without additional bolt holes. It can be attached in about ten minutes and left in place during the normal day to day operation of the vehicle. It can also be carried in the boot of a car.

It can be operated in an area about the size of a tennis court and there is no need for messy oil, detergent or even water on the surface. A local car park is suitable provided that it is sealed and reasonably level.

When activated at the touch of a button, it

lifts the rear end of the car off the ground, placing the directional control in the hands of the instructor in the passenger seat. At the touch of a button, a slippery road is simulated. Rear wheel slides can be induced from speeds as slow as four kilometres per hour.

It creates unexpected vehicle movements giving the driver the opportunity to learn handling responses. The simulator is ideal for introducing nervous students to vehicle control techniques. They do not have to travel very fast to experience and learn to control potentially dangerous driving situations.

ABROAD

The last edition of "INROADS", the Journal of the Institute of Road Safety Officers (U.K.) contained some "news from Australia".

The editor wrote, "I received a letter from Jim Johnstone who was the former Chairman of the Australian Group (Institute of Road Safety Officers) and who is now with the Australian College of Road Safety since amalgamation.

"Jim sends best wishes and writes that the recession has also hit Australia and that this is having an effect on government departments and on the private sector. As driver training has been hit, so the number of young people being trained by parents has risen, with a lot of bad habits being picked up.

"Amarjit Singh was on tour in 1991 and held workshops in Sydney, Canberra, Melbourne and Brisbane, at which he explained his work (in the U.K.), and this was very well received.

"Roy Ward, Chairman of the Prince Michael Awards, is currently on tour.

"Jim enclosed a copy of their journal "RoadWise" which was interesting because it covers the whole range of road safety reflecting the wide-based membership of the College - their members seem to include doctors, police, driving instructors engineers, etc..

NEW MEMBERS

CORPORATE

Driver Education Unit, RTA of NSW (Dr Chris Horneman)
 Drivers Edge (Mr David Bellenger)
 Binalong Rescue Squad (Mr Peter le Grand)
 Mazda Australia (Mr R Cook, Technical Services)
 Driver Development Centre, SA Dept. of Road Transport (Mr Mike Sandrett-Smith)
 ADG Training & Consulting Pty Ltd (Mr M Braithwaite)
 Finemores Pty Ltd (Mr J Gummer, Insurance & Risk Manager)
 N.T. Department of Transport & Works
 Bikewest, W.A. Department of Transport (Mr Rod Evans)

PERSONAL

Dr Jonathon Williams (Yass, NSW)
 Ms Anne Raymond (Co-Ordinator, Drink- Driver Programme, St Vincent's Hospital, Fitzroy)
 Mr Wal Smart (RTA, Goulburn)
 Mr Ray Grimshaw (Chairman, Road Safety Council of NT; President, NTAutomobile Association)
 Dr Amarjit Singh (Director, Road Safety Education Centre, University of Reading, London)
 Mr Frank Pronesti (Shepparton, Vic.)
 Mrs Colleen Hall (Chairwoman, Road Trauma Support Team, Launceston)
 Mr Timothy Gason (Road Aware Australia Pty Ltd)

The Australian College of Road Safety Inc. is the only organisation which has been set up specifically to link, on a personal and professional level, road safety workers and community organisations across the nation.



Corporate and personal membership of the Australian College of Road Safety Inc. is invited. Membership includes receipt of the quarterly journal *RoadWise*; other circulars; participation in conferences, forums and lectures; and links with other professionals.

Annual subscription:

Corporate \$40
 Personal \$20

LETTERS TO THE EDITOR

Editor, RoadWise,
 EMU Press

The greater New York Automobile Dealers Association, sponsor of the New York International Automobile Show in April, has issued an open invitation to area auto and traffic safety professionals to attend the second annual World Traffic Safety Symposium.

The two day symposium will be held on April 21-22 at the Javits Convention Center in Manhattan in conjunction with the New York Auto Show, which draws more than 1.1 million visitors, making it the largest auto show in North America.

The conference, which last year won the Grand Award in the National Dealer Safety Competition run by the Highway Users Federation, is free for all involved with enforcement, education and other aspects of traffic safety.

Highlights of the symposium will include a keynote address by Dr Murray Mackay of the Accident Research Unit of England's University of Birmingham, on the history of vehicle crashworthiness. A panel of experts, including technical and research experts from Volvo and Ford, will explore what the future holds in the area of auto safety technology. Another panel will debate issues surrounding drunk driving among young people, including the impact of liquor advertising on today's youth.

Also, Fred Grubbe, Deputy Administrator of the National Highway Traffic Safety Administration, will discuss the safety impact of the newly passed Federal Highway Act. Traffic safety experts from around the world will share news of safety programs that are working in Brazil, Canada, England and Australia.

Reservations for the World Traffic Safety Symposium can be obtained by contacting any new car dealer in the metro New York area, or by calling symposium co-ordinator David Reich at (212) 573-6000.....

David Reich
 Reich Communications
 355 Lexington Avenue
 New York NY 10017

PUBLICATIONS

Traumatic Head Injuries Network Inc. S.A., THINK - The Australian Magazine on Acquired Brain Damage, Vol. 2, No. 1, Dec., 1991.

NRMA, Traffic and Safety News, Issue No 6, December 1991.

Office of Road Safety, S.A. Department of Road Transport, Road Accidents in South Australia 1989, January, 1992.

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Road Safety Bureau, RTA of NSW, Road Safety, Special Issue-Road Safety 2000, No 5, 1991.

Australian Association of Health Promotion, Health Promotion Journal of Australia, Injury Prevention in Australia, Vol. 1, No. 2, 1991.

National Health and Medical Research Council and The University of Adelaide, NHMRC Road Accident Research Unit, January, 1991. (contains a list of more than 160 publications released since 1979).

Keith Edmonston Regional Traffic Safety School, Annual Report, December 1991.

[Cairney, P (Ed.)], Australian Road Research Board, Improving Safety at Railway Level Crossings.

NATIONAL ROAD SAFETY RESOURCE CENTRE

(An initiative of the Australian College of Road Safety, in conjunction with the University of New England)

Enquiries may be directed to
 the Special Projects Librarian, National Road Safety Resource Centre
 University of New England, Armidale, N.S.W., 2351

Publications produced by the Australian Road Research Board include:

- * Australian Road research (quarterly)
- * Research Reports (approx. 30 per year)
- * Roadlit (weekly)
- * Briefing and Special Briefing (digest of ARRB activities)
- * Other publications (conference proceedings)

Lasors

(Literature Analysis System on Road Safety)

This is a database available through AUSINET, produced by the library of the Department of Transport and Communications, Canberra, A.C.T.

Back Issues of Publications

Back issues of "RoadWise" are available for members who have joined more recently. Four issues for each of the years 1988, 1989, 1990 and 1991 are available for \$10 per set, including postage.

Copies of conference proceedings are also available.

"The Proceedings of the 1986 National Traffic Education Conference"	\$10.50
"The Proceedings of the Second National Traffic Education Conference 1988"	\$14.50
"The Proceedings of the Third National Traffic Education Conference 1990"	\$23.00

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