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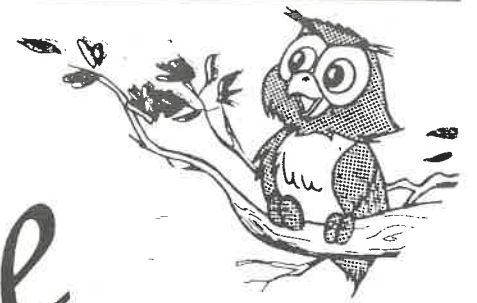
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RoadWise



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



Vol 4 No.1

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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.

CONTENTS

3. Strategies for gaining community support for Road Safety.
4. Strategies continued and Research Reports.
5. Position papers - Code of Professional Conduct
Visit of Dr Singh
6. Conferences
New members & Motorists' Road Safety Prayer.
7. Annual Report - Dr Brian Connor
8. Which Side of the Road? - Road Safety Research
Future Drivers' Competition.
9. Highway Improvements.
10. About people - Implementation Trial of Victorian Learners' Guide
Visibility Problems at Intersections.
National Road Trauma Advisory Council.
11. Publications

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 RACVS 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

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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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 Houstein	(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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