



N9
363.1250994
ROA



Today, he'd be working for us.

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

Look how nylon changed the world!

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

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

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

While we look for new ones for tomorrow.

* Fibremakers is now a division of Du Pont



3 1508 00982324 1

RoadWise



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



ROADWISE

Spring 1991
Vol. 4 No. 3
ISSN 1030-7168

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

EMU PRESS
P.O. Box 1213
Armida NSW 2350
Telephone (067) 723943

Editor:
Colin Grigg
Printing:
NRMA
151 Clarence Street
Sydney NSW 2000

Material in RoadWise may be
reprinted freely. Acknowledgement
and a copy of the re-publication
would be appreciated. Send all
editorial contributions and
enquiries about publication to the
publishers. Send all enquiries
about membership to:

The Australian College of
Road Safety
PO Box 1213
Armida NSW 2350

Articles for publication in
RoadWise are invited from
interested persons or organisations.
The publisher reserves the right to
reject submissions, modify or
reduce the size of articles, but with
the approval of the author. No
payment is offered for articles
submitted. The publisher requires
indemnity from contributors
against damages or liabilities that
may result from publication of all
material.

CONTENTS

- 2 Editorial
- 3 Police and Traffic Safety
- 5 Road Safety Centres
- 6 Royal Automobile Association of South Australia
State Bicycle Committee
- 7 THINK
- 8 Driver Development Centre
- 9 Road Safety Programme Co-Ordination
Road Safety Education
Road Safety Advisory Council
- 10 About People - Dr A Jack McLean
- 11 Publications

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)

Proudly sponsored by



(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:

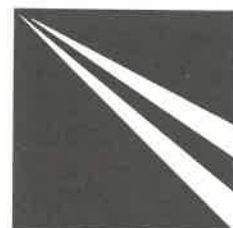
- Car Driver Update (1 day) – improve basic driving skills
- Car Control (3 days) – more extended training
- Professional Driver (3 days) – occupational drivers
- 4WD Off-Road Course (2 days) – professional & recreational drivers
- 4WD Vehicle Recovery (1 day) – jacks, chains, winches, etc.
- 4WD On-Road 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
Fax: (067) 72 4590

Proudly Sponsored by



DEPARTMENT
OF
ROAD
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:

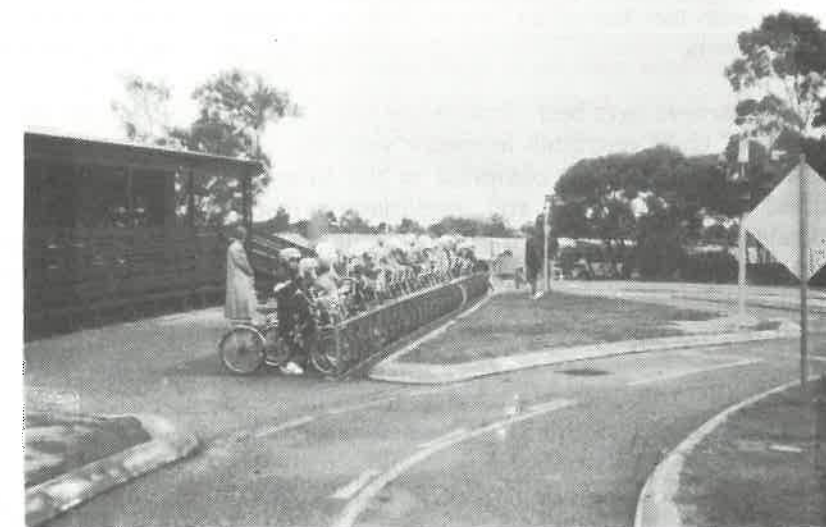
- * Foster a road safety awareness
- * Develop a safe driving attitude
- * Assist young motorists with practical on-road driving skills
- * Ensure an understanding of road traffic law
- * Provide a comprehension on basic car maintenance

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].



*Proudly
sponsored
by the
RAA.*

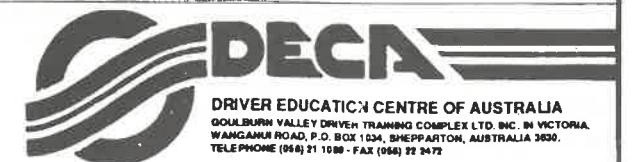
Drive For Your Life

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)

(continued from p 8)

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.

After a year with the Highway Safety Research Centre of the University of North Carolina, he returned to Australia.

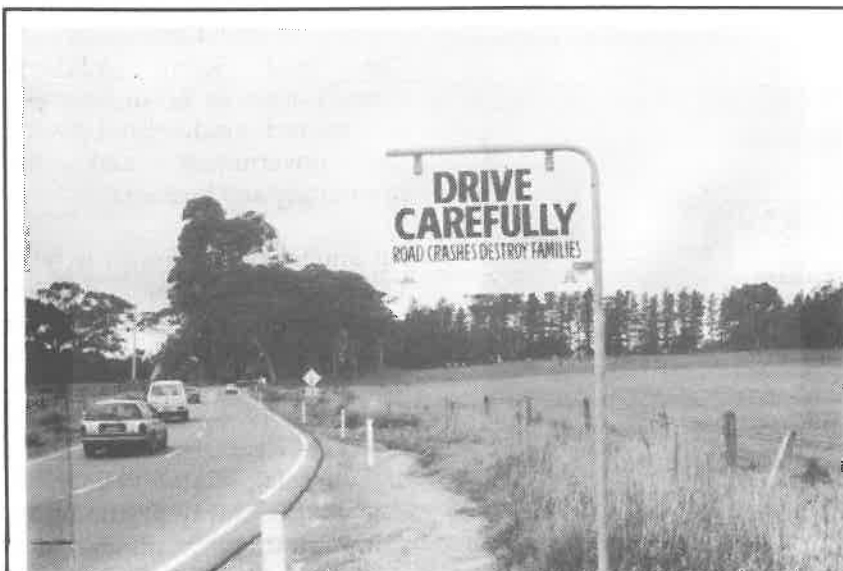
During 1973-1981 he was Director of the Road Accident Research Unit at Adelaide University. He was responsible for planning and directing a major at-the-scene accident study involving two teams, each comprising an engineer, a medical doctor and a psychologist. In 1979-80, he conducted a case-control study of the relationship between a driver's blood alcohol concentration and risk of accident involvement.

Since 1981, he has been Director of the Australian National Health and Medical Research Council Road Accident Research Unit at the University of Adelaide. The main emphases of the work of the Unit are drink-driving studies and research into the mechanisms of injury to the brain in road crashes.

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.

Traumatic Head Injuries Network Inc. S.A., THINK - The Australian Magazine on Acquired Brain Damage, Vol. 1, No. 4, Sept./Oct., 1991.

Federal Office of Road Safety, A Simple Guide to Bicycle Safety, 3rd printing, September, 1991.

Gardner, Graeme, Cycle On - a Personal Development Approach to Traffic Safety, Melbourne; Vic roads, 1991.

[Milne, Peter (Ed.)], Australian Road Research, Melbourne; Australian Road Research Board, Vol. 21, No. 2, June, 1991.

Federal Office of Road Safety, Statistical Analysis Section, Years of Potential Life Lost Through Road Crashes : a Comparison with Other Causes of Death, August, 1991.

Fildes, B N, Lane, J C, Lenard, J and Vulcan A P, Passenger Cars and Occupant Injury, Federal Office of Road Safety Report CR 95, March, 1991.

NRMA, Traffic and Safety News, Issue No. 5, September, 1991.

NRMA, TODAY, 2nd ed., October, 1991.

University of Reading Centre for Alcohol and Road Safety Education, Newsletter, No. 8, September, 1991.

Federal Office of Road Safety, Roundabout, Summer Issue, March, 1991 (In this issue, an index of FORS publications CR 69 - CR 93, MR 1- MR 7, SR 1 and OR 10 is listed).

Road Safety Bureau, NSW RTA, Road Safety 2000 - the Strategic Plan for Road Safety in NSW, 1990's and Beyond, September, 1991.

Officials' Committee on Road Safety, New Zealand Ministry of Transport, National Road Safety Plan, July, 1991.

Motorcycle Riders' Association of Australia (S.A. Branch), The Ride of Your Life, sponsored by S.G.I.C.

Federal Office of Road Safety, Out and About, Newsletter, February, 1991.

[Thambiratnam, David (Ed.)] Physical Infrastructure Centre Digest, Queensland University of Technology, Vol. 1 No. 1, October, 1991 (Review of public transport in Northern Territory).

Vic roads; Transport Accident Commission; Victorian Police, Road Safety : Challenges & Strategies for the Next Decade, March, 1991.

The Road Transport Industry Forum, Newsletter, September, 1991.

South Australian Police and SGIC, The Complete Drivers Companion, ISBN 0 7308 0418 6.

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