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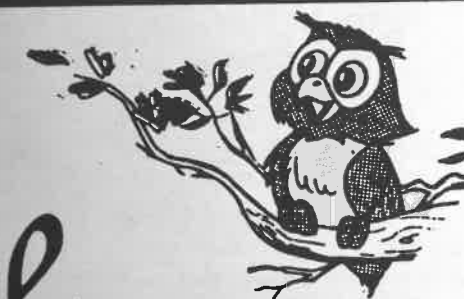


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# RoadWise



Australia's First Road Safety Journal

5th year of publication



## ROADWISE

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FRONT COVER: Safer transport of a former era can be experienced at Victor Harbor, South Australia.

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## EDITORIAL

The generation of new training programmes is often easy. There has been a proliferation, in Australia, of training programmes for a wide range of subjects, following the introduction of the Training Guarantee Act. However, it cannot be assumed that any training is satisfactory without subjecting it to an evaluation process. Evaluation should entail more than subjective opinion; substantive data are required.

The evaluation process takes account of four factors *needs, training programme, trainees and training costs*.

It is essential to evaluate the design of a training programme in terms of the *needs* that it is intended to satisfy and its acceptability to the people involved.

The *training programme* itself should be evaluated and monitored as it is being used. This includes the content of the curricula, the method in which it is being delivered and the learning aids being employed.

Evaluation should also extend to the *trainees*. Has the training improved the skills, knowledge, attitudes, behaviour, and performance of the trainees? In terms of traffic education, this improvement relates to the total ability of people to drive, ride, walk or be transported safely in traffic.

There must also be an evaluation of the societal benefits of training in terms of *training costs*. To avoid uncontrolled expansion of training costs and to ensure that training costs are providing meaningful returns, a thorough cost/benefit evaluation is required. In traffic safety, the benefits are assessed as savings, economic and human, by the reduction in road trauma, achieved by the training.

## TOWING CARAVANS AND TRAILERS SAFELY

The New South Wales Parliament's Joint Standing Committee on Road Safety, or STAYSAFE, has published a report on the safety of towing caravans and trailers. The STAYSAFE 22 report found that road crashes involving motor vehicles towing caravans or trailers comprise a small but persistent aspect of the overall road crash situation in New South Wales. In any given year, at least 1-2% of crashes where a person is killed involved a vehicle towing a caravan or trailer.

The STAYSAFE Committee found that there had not been a systematic approach to minimising the road safety risks associated with these vehicle combinations in New South Wales.

The Committee argued that action is required in two broad areas affecting the correct and safe use of caravans and trailers:

- there is a need to better define the engineering standards affecting caravans and trailers; and
- there is a need to compile what is known about the safe operation of caravans and trailers and to make this information available to the drivers.

STAYSAFE Committee also made a number of specific recommendations regarding the safe use of caravans and trailers.

A National approach

Disparate rules and regulations governing the use of caravans and trailers across Australian States was noted and the need to develop a National approach to the regulation of trailer and caravan safety was acknowledged.

Crash statistics

The Committee saw a need to better identify crashes involving vehicles towing caravans or trailers, finding that the available statistics on this matter under-represent the true crash incidence. STAYSAFE was particularly concerned that the accident reporting system in New South Wales did not make general provision for recording information about the presence of a trailer or caravan in a crash. This concern extended beyond caravans and trailers, for example, the trailer component of a semi-trailer is registered separately but only the prime mover registration is identified in crash reports. Little data is therefore available about aspects of the crash involvement and the road safety risk of the trailers behind semi-trailers.

Engineering

The Committee had a number of concerns with the engineering of caravans and trailers.

In particular, it was concerned at the standard of tow bar systems.

The Committee questioned the adequacy and strength of

the points of attachment of the tow bar frame to the vehicle, following the development of new vehicle construction techniques. It noted that the information about the towing capacity of a tow bar is not preserved after the initial purchase. The Committee recommended that the towing capacity of the tow bar should be marked permanently on a visible surface of the tow bar and that this information should also be displayed in the vehicle and on the registration papers. STAYSAFE proposed that it may be appropriate to require a tow bar fitted to a vehicle to be rated to the maximum permissible gross trailer mass able to be towed by the vehicle, or the vehicle manufacturers' recommended maximum towing capacity, whichever is the lower figure.

It was also recommended that the use of the screw-down coupling, or star coupling, should be prohibited on all trailers registered in New South Wales.

The Committee welcomed the release of *Vehicle Standards Bulletin No 1*, incorporating the standards for the construction of light trailers. However, it recommended that the Australian Design Rules for motor vehicle construction be reviewed. Specific standards and performance criteria should be incorporated for light trailer design, construction, maintenance and use, as appropriate.

Education of drivers about towing caravans and trailers

STAYSAFE found that many drivers do not ensure the effective maintenance of their caravans or trailers, particularly maintenance of brakes, electrical systems, tyres and axles. The Committee believes that many drivers are not aware of their responsibilities.

Similarly, many drivers are not aware of the correct and safe use of caravans and trailers, particularly load placement within the caravan or trailer and overloading.

It was determined that the publication of a basic information pamphlet and a detailed information booklet on safe towing would provide the most efficient means of communicating correct towing principles and practices to the community. STAYSAFE identified the recent vic roads pamphlet on towing as a good approach and argued that the towing booklets produced by the NRMA (in NSW), NHTSA (in the USA) and the Road Safety Centre (in SA) provided good models for the development of a booklet containing detailed information on safe towing.

In the longer term, STAYSAFE wants appropriate advertising and publicity on correct and safe towing practices to be developed.

The Committee accepted that many drivers had not developed, or did not practice regularly, the skills required to effectively drive a vehicle towing a caravan or trailer.

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(continued from page 3)

The Committee did not find that a towing licence or endorsement was called for, despite receiving many submissions that advocated a special licence or licence endorsement for drivers wishing to tow caravans or trailers. But the Committee did not dismiss the concerns expressed by so many of its contributors for better education and the provision of some form of testing.

STAYSAFE called for the development of training programmes demonstrating correct and safe practices for drivers who wish to tow caravans or trailers (similar to programmes offered in Victoria).

In a compromise move, the Committee called for the development of materials that would allow drivers to assess their knowledge and skill in towing a caravan or trailer. That is, it called for the development of testing programmes that were not institutionally based, but rather allowed drivers to make their own self-assessments of their knowledge and abilities.

#### Maintenance and use of caravans and trailers

In a notable move, the Committee recommended that the speed restriction of a vehicle towing a trailer with a laden weight of more than 750 kg should be lifted from 80 km/hr to 90 km/hr. It was noted

that few motorists observe the law, many motorists appeared not to know of the restriction anyway, and police did not appear to be enforcing the law in a vigorous manner.

STAYSAFE rejects calls for the change to the New South Wales regulation for light vehicles requiring the laden mass of a caravan or trailer not to exceed the unladen mass of the towing vehicle (i.e., a vehicle : trailer mass ratio of 1:1) should be maintained. The Committee was very critical of the recent Victorian move to allow a mass ratio limit of 1:1.5 for many vehicles towing a caravan or trailer.

The Committee called for the Roads and Traffic Authority to specifically target drivers towing a caravan or trailer for roadside inspections that include assessment of the gross trailer mass. This could well see an adaptation of the current truckalysers technology for use on light vehicles. The introduction of a system of roadside testing for light vehicles would have ramifications beyond STAYSAFE's specific concern with towing caravans and trailers safely.

*Interested readers may obtain a copy of STAYSAFE 22 by writing to the author, Mr Ian Faulks, Director STAYSAFE Committee, Parliament House, Macquarie Street, Sydney, NSW, 2000, or by facsimile on (02)2302928.*



One of the first pedestrian malls in Australia was opened in Armidale, NSW, in 1974. This facility added great amenity and safety for pedestrians. The photograph above shows construction in 1992 of East Mall, with limited vehicle access, extending the original mall by one CBD block.

### NATIONAL ROAD TRAUMA ADVISORY COUNCIL

Mr Colin Freeland has been appointed chairman of the National Road Trauma Advisory Council following the resignation of Sir Nicholas Shehadie.

Mr Freeland has a distinguished record in transport and transport safety activities. He is a former chief executive of the Civil Aviation Authority, former Departmental Head of the Commonwealth Department of Transport and is currently chairman of the Australian Maritime Safety Authority.

The first Annual Report (1991) of the NRTAC, directed to the Prime Minister, has been released. It provides information on what have been categorised as short term issues and long term issues, as well as reports from three sub-committees viz., Alcohol, Drugs and Fatigue; Trauma Treatment and Intervention; Passenger Car Occupant Protection.

The short term issues are:-

- Protective helmets
- Child restraints
- Advertising and road safety
- National road traffic code
- Sales tax
- Anti-lock brakes
- Safety standards for light commercials, four wheel drives, etc
- Bull bars

The long term issues are:-

- National injury database
- National road safety strategy
- Pedestrian safety
- Education
- Alcohol, drugs and fatigue
- Passenger car occupant protection
- Post crash trauma management

"The Council supports the development of a National Road Safety Strategy by the Australian Transport Advisory Council. The implementation of the national strategy, together with individual federal, state and territory strategies, will enable more effective countermeasures to be developed in the future. The NRTAC will play an important role in its overview and monitoring of the national strategy."

## DRIVER TRAINING

The complex nature of driver training with all its perceptions, connotations and variables, requires that the main thrust of this paper is generally one of policy rather than curriculum.

The College believes that driver training and education have a major role to play in traffic safety and the reduction of road trauma. The goal of such programmes must be based on:

- Sound educational principles.
- Qualitative and quantitative research and not on beliefs and personal experience.

There are four main areas of concern for this paper:

- Pre-school and primary school.
- Secondary school.
- Learner drivers.
- Post-licence drivers.

The four areas should be addressed simultaneously although the methods used may differ.

#### 1. PRE-SCHOOL & PRIMARY SCHOOL

Road safety programmes which have already been independently evaluated as appropriate eg., "pedestrian" and "bike education" type programmes should be implemented. These programmes should be integrated with the existing school curricula. A special driver training curriculum is not required at this level. The introduction of these programmes will assist in the acceptance of programmes at other levels. Ongoing research and development of programmes at this level remains critical.

#### 2. SECONDARY SCHOOL

(a) Ideally an independent road safety subject should be provided in secondary school curricula from year 7 to year 12. The programme should include a driver training component which would address behaviour as well as attitudes and combining accepted safety practices eg., seat belt usage and anti drink-driving, with the social consequences of road trauma.

(b) Road safety curricula used in secondary schools should be critically and independently evaluated in terms of their contribution to long term safe road user behaviour.

(c) School programmes should be designed to educate both parents and their children.

#### 3. LEARNER DRIVERS

In order to improve the short term and long term safety of learner drivers, the methods used by professional instructors should be critically and independently evaluated. Similarly, driver licence tests should be evaluated critically and independently and a curriculum based test should be the goal.

The following tasks should be undertaken:

(a) Develop uniform national traffic rules.

(b) Establish a curriculum based licence testing process which takes into account psychological as well as physical components of the driving ability of a licence applicant. A combination of the following subjects appear to be successful to date in some recognised studies:

1. Law "Right of Way".
2. Alcohol and road usage.
3. Seat belt usage.
4. Defensive driving (theory).
5. Practical tuition to licence standard.
6. Defensive driving on road (practical).
7. Defensive driving off road, but specifically researched to illustrate characteristics of fatal crash types.

(c) Upgrade testing facilities and personnel appropriately.

(d) Develop a uniform methodology of application by professional driving instructors, ensuring that this methodology becomes the basis for instructor training. In keeping with the practices of other professions, ensure that a system of peer review operates to ensure continued standards of excellence.

(e) As the previous tasks develop, to encourage some compulsory professional driver training for all new drivers.

#### 4. POST LICENCE DRIVER TRAINING

The major concern must be to demonstrate that post licence training produces a road safety benefit. The following components will assist in meeting this concern.

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(continued from page 5)

(a) Critical and independent qualitative and quantitative research should be applied to existing programmes to establish what types of training are effective. It should be noted that some existing programmes already provide such evidence.

(b) Research guidelines should be developed so that new programmes developed by commercial operators can be readily evaluated.

(c) Counselling and testing procedures, designed to address the natural atrophy of skills associated with the older driver, should be implemented to assist this group to recognise symptoms of faculty decline and such procedures should be associated with objective and compassionate medical evaluation.

(d) As the previous tasks develop, post licence driver trainer accreditation should be addressed and government and business should be encouraged to use and promote such programmes.

Driver training requires a multi-faceted approach, covering many disciplines. Open minded interactions between these disciplines, combined with qualitative and quantitative research, will go a long way to establishing effective training methods for drivers of all ages and degrees of experience.

Effectiveness should not be assumed and must be addressed in terms of changes in road trauma.

This Discussion Paper No 3 was prepared, using the original as a basis for further discussions and input from Alex Jerrim (NSW Traffic Education Centre), Mike Hull (Vicroads), Soames Job (Sydney University), John Fraser (John Fraser Fleet and Driver Consultancy) and Wayne Clift (Australian Advanced Driving and Control Centre).

We are progressively publishing a series of Discussion Papers as part of a project of the Australian College of Road Safety. It is emphasised that the papers are not necessarily the policy of the College. It is anticipated, however, that the ongoing process in developing the papers may lead to the adoption of them as position statements. Your comments are invited.

Previous papers are "Road Safety - An Interdisciplinary Problem" (Vol. 5 No. 1) and "Bicycle Safety Education" (Vol. 5 No. 2).

## BUS SAFETY

Bus crashes are guaranteed to make the news. Bus safety is therefore a headline issue. But making buses and bus travel safer means that we have to balance the crying need for increased protection against the different kinds of bus travel and the capacity of us all to pay for it.

Let's first look at the various kinds of bus travel that might concern us.

Most public interest is centred on long-distance coach travel, often on roads that are far from ideal for the high speed movement of large and powerful vehicles. For every kilometre travelled, there is no safer way to go than in a bus. But the high level of exposure, coupled with the risk of disaster when a crash occurs, confirms the need for as high a level of safety as practical.

There is another issue affecting long distance coaches. They travel throughout the country. Thus, they must be covered by national requirements. This means that safety measures must be administered by the Federal Government or by the States in harmony. New Australian Design Rules for bus safety, including requirements for seat belts and seat mountings, are being introduced in this way.

At the next level of bus operation are the inter-urban buses that transport people from place to place. They generally operate within States and not over long distances at high speed. The level of crash protection required for these operations is lower than for long-distance, high-speed coaches. But because of heavy traffic on many of their routes, expenditure on special safety measures can readily be justified.

At the next level, buses operating entirely within urban areas are mostly used to transport large numbers of people over short distances. Speeds of operation are low, and when accidents occur they are generally minor ones. The capacity to add significant crash protection to vehicles in which a large proportion of passengers will be standing or moving in and out of the vehicle at frequent intervals is very low. Heavy expenditure on crash protection is hard to justify.

However, there is a special category of urban vehicles for which special attention is required. These are buses used to transport children to and from school. In the United States of America, almost unlimited resources have been placed on

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the safety of school bus operations. In the USA, as here, the use of seat belts in school buses is a matter of hot debate. But old school buses are the hardest of all in which to fit decent safety equipment.

There is more to safety than crash prevention, of course. Having just returned from the USA, where I spent a considerable time following a school bus because it is illegal to pass one during its operation, and having observed children merrily dash across the road after alighting from the bus without looking in either direction, I came to doubt whether correct use of the road is being stressed to these children.

But back to passive safety, as the motoring writers say. Against the above categories of bus operation can be scaled the requirements for crash protection, including seat belts and secure seat mountings. Buses generally have a long life, and some safety is difficult to fit after the buses have been constructed. Designing and building crash protection into new buses is much easier than retrofitting old ones.

Thus, the following priorities emerge. For new buses intended for use in long distance transport, a high priority can be placed on the fitting of mounting points for comprehensive seat belts, including lap and sash portions. Firm mounting of the seats ensures that the seat belts can do their job.

Among other buses, retrofitting of seats belts may be easy with the design of the bus being inherently suitable. However, for apparently similar buses, retrofitting can be very difficult, particularly in the case of older vehicles. Considerable strengthening of the structure might be needed, adding weight and cost. If, however, these older vehicles are to be used for long-distance, high-speed transport, there will be stiffer pressure placed on their operators to adapt them to take seat belts and stronger seat mountings, although this will necessarily be both difficult and expensive.

This brings us to the old question of who is to pay. The outcry raised by a bus crash shows that the community is, as a whole, rightly disturbed by these events. In addition to bus operators, and bus passengers therefore, the community as a whole is a group that can justifiably be asked to contribute to the cost of bus safety.

Fitting and retrofitting crash protective devices will cost bus manufacturers and operators a significant sum. This cost will be passed on to passengers by way of higher fares. It is reasonable to suggest that those who benefit from increased protection should

pay a surcharge for it.

However, there are other ways in which the community can contribute to increased bus protection. For example, adding crash protection adds weight. Because the weights of laden buses are limited by permitted axle loadings, the number of passengers that a bus can carry is reduced if weight is added through crash protective equipment. Axle loads are restricted because, if they are high, they damage road surfaces, which then cost us all more to repair. If buses are retrofitted with safety equipment, it would seem reasonable to relax the limits on axle loading to permit this without reducing the number of passengers. Bus operators would thus lose less revenue in the long term, and bus passengers would pay less for the trip. In return, we would all pay a little more for repairing the roads more often.

Another way that the community could bear some of the cost of adding crash protection to buses would be through the registration systems of the various States. Registering a bus is very expensive. However, it is at least conceivable that the State administrative bodies could reduce registration costs for the operators by way of subsidy to those who are willing to add to the safety of their passengers.

Adding safety to any part of the road system is never free. Someone always has to pay. However, improvements are shared throughout the community rather than being concentrated on small groups who, in many cases, cannot afford them.

At the Australasian Traffic Education Conference held in Canberra in February, 1992, when the complete set of Discussion Papers was discussed by delegates, it was suggested that a paper on "Bus Safety" should be produced, in addition to the one on "Heavy Vehicle Safety". This Discussion Paper No. 4 has been written by Dr Michael Henderson, formerly Director, Traffic Accident Research Unit and Director of Traffic Safety, (then) NSW Department of Transport. He is now an independent consultant in road safety.

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

## GUEST LECTURER

In its programme of presenting a Guest Lecturer Tour each year, the Australian College of Road Safety arranged meetings for 1992.

Mr John Toomath, who is currently Manager Safety Standards for the Land Transport Division of the New Zealand Ministry of Transport, was invited as lecturer.

He is a traffic engineer by profession, having completed University degrees in New Zealand and New South Wales. He has specialised in road safety for a number of years, after having held a number of traffic engineering and traffic research posts with the Ministry.

John Toomath has had a major role in most of the recent road safety initiatives in New Zealand and led the team which produced the country's first National Road Safety Plan.

He has visited a number of overseas countries to study their road transport systems and has presented many papers at local and overseas conferences.

In 1990, he became the first New Zealander to be awarded the Graeme Grove Medal by the Royal Australasian College of Surgeons for his contribution to road safety. He is also a previous winner of the NZ Automobile Association Award for best transportation paper.

The 1992 tour was arranged to include the ARRB conference in Perth, concluding on November 12 (at which the Australian College of Road Safety has participation). Meetings in Adelaide, Sydney (including a special meeting on November 17 and participation in the RTA Road Safety 2000 Review on November 18) and Brisbane were also included.

[The Executive Committee invites your suggestions concerning the 1993 Guest Speaker].

## CIGARETTE SMOKING AND ROAD TRAUMA

In January 1992, the Australian Medical Association alerted the Australian College of Road Safety to the reported association between cigarette smoking and road trauma. The concern was expressed that cigarette smoking was condoned in motor vehicles available in Australia and that this behaviour could be discouraged by alteration of the Australian Design Rules to ensure that cigarette lighters and ashtrays be no longer routinely fitted to motor vehicles sold in Australia.

The matter was discussed by the Executive Committee of ACRS and literature searches were conducted via the Australian Road Safety Resource Centre, the Australian Road Research Board, the Transport and Road Research Laboratory (Berks.) and the Insurance Institute for Highway Safety (U.S.A.). The most recent and relevant article about the issue is by Christie, R., entitled: *Smoking and Traffic Accident Involvement: A Review of the Literature*, VICROADS, GR/91-3, March, 1991.

From the literature, it would appear that there is a link between an increase in road crash likelihood and cigarette smoking, possibly of the order of 40%, with an even higher rate amongst those who have been stopped for traffic violations. Although this association is strong, the reasons for it are unclear. Suggested reasons are that smokers are more likely to engage in risk-taking behaviour and that smoking is correlated with heavy alcohol consumption. Smoking can cause distractions and smokers have an elevated level of carboxyhaemoglobin which can impair vision. This will be of particular importance at night and should alert attending staff to

the fact that crash victims are more likely to have respiratory disease.

While it is probable that heavier alcohol use is not the entire explanation for the increased risk of road trauma amongst cigarette smokers, further research is indicated to clarify this issue.

Of greater concern is the fact that smokers will probably continue to smoke even in the absence of lighters and ash trays and so cause damage to themselves, their passengers and possibly start roadside fires when disposing unextinguished cigarettes.

How to resolve the issue practically is of concern and there are obvious parallels between the problems experienced by smokers who fly aeroplanes at night and those who drive motor vehicles.

The Australian Medical Association continues to pursue the matter in the interests of the nation's public health and discussions continue about the issue between the A.M.A.'s Health Services Division and the Australian College of Road Safety.

The College is particularly keen to review a possible relationship between cigarette smoking and road trauma within the Australian context. The possibility of a research initiative in this area is being investigated.

Dr Brian Connor

As is the case with all information in *RoadWise*, comments and additional references on this issue are invited from readers, for the consideration of the Executive Committee of ACRS.

Editor

## POLICY ON PROGRAMME EVALUATION

## Introduction

The Australian College of Road Safety has a vital role in encouraging communication and co-operation amongst people working in the area of road safety and traffic education. This includes the dissemination of information on initiatives and programmes that have been introduced in Australia and overseas.

The College is committed to promoting those activities and programmes that are most effective and therefore is committed to encouraging professional assessment, evaluation and monitoring of road safety and traffic education programmes.

The changing economic circumstances place greater pressure on all organisations to be accountable and place greater emphasis on the need to achieve

goals in the most cost effective way. This requires that programmes and activities are properly evaluated and monitored and that only those demonstrated to be effective be conducted.

## Programme Evaluation

Programme evaluation has been defined as the process of making judgements about an activity or programme - its objectives, client needs, procedures, activities and resources.

Programme evaluation should assess a programme in terms of its:

- \* appropriateness - the extent to which the objectives address identified needs and community expectations.
- \* efficiency - the extent to which the programme outcomes (particularly as they relate to safety) are achieved at reasonable cost and within reasonable time.
- \* effectiveness - the extent

to which the programme achieves its stated objectives.

Programme evaluation is of vital importance because it can aid in decision-making, programme design, implementation, in resource allocation and in the process of making choices about priorities.

Programme evaluation should provide answers to basic questions about an activity or programme, eg.:-

- \* Is the programme acceptable to the public?
- \* Did the programme work?
- \* Did it work as it was intended?
- \* What factors influenced the outcomes?
- \* Was the benefit commensurate with the cost?
- \* How did the programme compare with other options or other programmes?
- \* Can cause and effect be validly inferred?

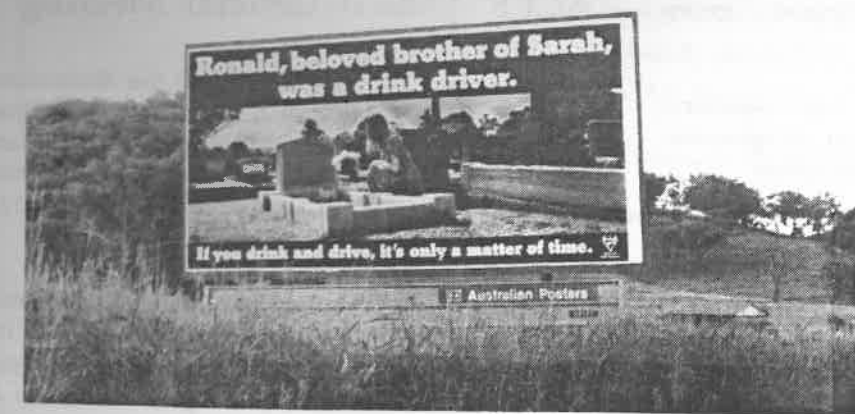
## Issues in Programme Evaluation

Evaluation of road safety programmes and activities presents practical difficulties in certain areas eg., evaluation design; common standards; and programme comparisons.

## Design

The overall objectives of road safety activities are very general and long

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This is No 13 in a series of interesting safety signs. It is one of a set of roadside signs being used by the NSW Roads and Traffic Authority across the state.



term and frequently beyond what can be validly attributed to a single programme. Such objectives generally relate to the reduction of road trauma and reduction in costs associated with road related accidents. Therefore, the design of an evaluation appropriate to a particular programme will need to:

- establish a hierarchy of outcomes, both long term and short term.
- develop performance indicators that relate to each level of outcome.
- give some indication of the extent to which the programme contributes to the overall objectives.
- include in the evaluation procedure, a comparison group, where possible.

### Standards

There is a need for clear, common standards related to assessing indicators of performance for a programme, particularly in determining cost/benefits. This requires that standard data be collected across Australia to facilitate comparison of programmes and that common costing formulae be developed.

### Programme Comparisons

There is a need for an agreed and common approach to the evaluation of similar programmes conducted by different bodies so that outcomes can be readily compared.

### Policy

The Australian College of Road Safety supports programme evaluation as a matter of policy and is committed to:

- encouraging the establishment of working groups to develop performance indicators, performance standards and evaluation procedures appropriate to each programme area so that outcomes can be readily compared across programmes.
- fostering the development of standard measures that can be used in programme evaluation in determining cost/benefit ratios.

### NEW MEMBERS

#### Corporate

ACT Government, Roads and Transport  
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#### Personal

Dr David Crocker

- encouraging the routine collection by relevant bodies of data that are needed to adequately assess programmes.
- encouraging debate, development and assessment of evaluation methodologies related to road safety activities.
- fostering the development of skills amongst members in evaluating programmes.
- keeping its members informed on trends in programme evaluation.
- ensuring that all new programmes conducted by its members are evaluated and that the evaluation is designed at the planning stage.
- ensuring that only programmes that are evaluated and demonstrated to be efficient, effective and appropriate are continued.
- disseminating findings of evaluations amongst members and to organisations that have a role in the promotion of road safety.
- keeping the membership informed about programmes that have been conducted and evaluated overseas and assessing the applicability of such programmes to local circumstances.

This is Discussion Paper No 5. The author is Mr Harry Camkin, General Manager, Road Safety Bureau, NSW Roads and Traffic Authority. Some minor amendments were made to the original version following its discussion at the Australasian Traffic Education Conference in February, 1992.

### ACRS Annual General Meeting

The next Annual General Meeting of the Australian College of Road Safety will be held in conjunction with the conference organised by the Australian Institute of Traffic Planning and Management. This will be held at the Gold Coast on June 10 and 11, 1993.

Discussions are occurring between the two organisations concerning participation by ACRS in sessions of the conference and in mounting displays, in addition to the AGM, tentatively scheduled as a breakfast meeting.

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