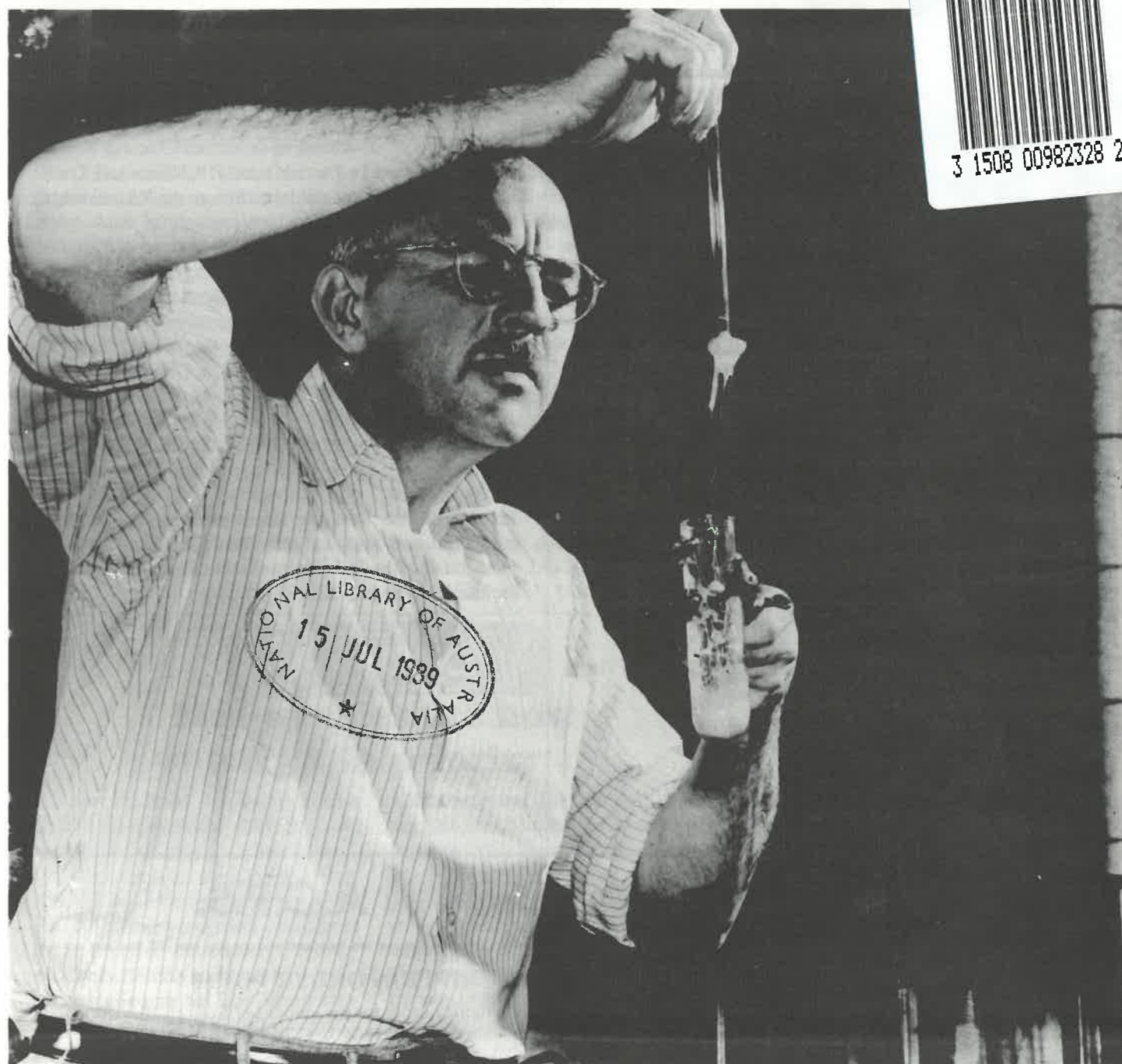


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ROADWISE

The Journal of the Australian College of Road Safety



Vol. 2. No. 1, March, 1989

Traffic Safety Education at the Tertiary Level

*Brian Maye and
Lyn Jarman*

The New South Wales Traffic Education Centre, a community funded off-road facility in Armidale, has joined with the Armidale College of Advanced Education to offer traffic education courses to pre-service primary teacher education students.

Traffic education lectures are given to all first year students in health education courses, but the most significant contribution is through the Professional Teaching Skills course, "Child Traffic Education", taught as part of the College's Bachelor of Education program.

The course has been offered to second and third year students in the past two years. It has enrolled 33 students in 1987 and 27 in 1988. The course requires 20 hours face-to-face contact over five weeks, with the large practical component of the course utilising the facilities and resources of the New South Wales Traffic Education Centre and lectures in theory and pedagogy held at either the Centre or Armidale CAE.

Four specific areas of Child Traffic Education are studied in the course:

(i) Passenger Safety Education K-6: This area recognises that certain behaviour patterns are established before formal schooling begins, so that passenger safety education is necessary to correct unsafe behaviours and to establish safer behaviours relevant to the maturing passenger.

(ii) Pedestrian Safety Education K-6: This area recognises young

children's limitations as pedestrians, emphasises real experiences in the child's own environment and takes account of parent's roles in educating for pedestrian safety.

(iii) Bicycle Safety Education K-8: This section of the course includes off-road bicycle skills, on-road bicycle skills, first aid, road rules, cyclist protection and inspection of bicycles for roadworthiness. Attitudes, behaviour and knowledge developed in the course also have relevance for later driver education.

(iv) Pre-driver Safety Education K-6: This is a program developed by the NSW Traffic Education Centre in which children are drivers and passengers of "Careful Cobber" cars. It is used in this course to reinforce skills and knowledge learned in the bicycle safety component of the course.

For each of the four areas students examine and develop a rationale, objectives, concepts, content and implementation strategies. With the latter, comprehensive lists are developed and selected strategies are practised. Ways of integrating these into other areas of the curriculum, for example language and social studies, are also considered.

Resources and evaluation are also

emphasised in relation to the four areas. Students are required as part of their assessment to develop resource files containing activities, notes and worksheets which draw upon a wide range of available materials.

Other assessment tasks include preparation of lesson plans, a teaching program for primary classes and review of audio-visual and practical teaching materials. The top students in the course receive the Harry Camkin Award, with the inaugural award in 1987 received by Cathy McShane and Angela Sevil and Leanne Rice being joint recipients in 1988.

In implementing the course practical sessions which involve working with children from local schools were included, along with lectures, workshops and audio-visual sessions. Where practical sessions were included, such as in bicycle safety education, the student teachers first underwent the course themselves, then instructed primary classes in following weeks. It was very significant that in surveys conducted at the end of the course students rated most highly objectives and activities which related to their own development, such as awareness of traffic education needs

continued page 4

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Editorial

The Australian College of Road Safety is one year old. It has been a formative year in which, inevitably, some time has been spent on preparing a constitution and other organisational matters. However, strategies for achievement of the objectives of the College have been considered.

Membership has grown and now includes a cross section of the variety of individuals and groups who are involved in road safety issues across Australia. It ranges from the Federal Office of Road Safety to members of the public who responded to a recent letter from the College to the editor of the Brisbane Courier-Mail.

There is considerable hope for the achievement of the goal set upon the formation of the ACRS, to provide a network for communication, co-operation, promotion and support. There is evidence that there is now a mechanism by which one can benefit from the success or failure of another as new ideas, programmes, projects and campaigns are introduced.

Perhaps more uniformity will develop across Australia in the training and licensing of drivers and riders and in the formulation and enforcement of road rules.

The latter is a continuing problem which is currently being investigated by road traffic officials. Meanwhile, the National Roads and Motorists' Association has provided literature (see publications) to draw motorists' attention to major differences which will be encountered when motorists are travelling interstate.

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**Briefly****Youth At Risk**

A higher proportion of young drivers become involved in road crashes. In an article, "Young Drivers - Overconfident one day... Dead the next!", published in "Road Crash Statistics, Australia", August 1988 by the Department of Transport and Communications, the alarming information is presented.

Young people aged between 17 and 25 years make up 15% of the population but this age group comprises 36% of road fatalities.

Factors which have been identified as contributing to road crashes involving youth are: night driving (particularly at weekends), overloading with passengers of similar age, alcohol, not wearing seat belts.

School Buses

The Queensland Government anticipates that by July 1, 1989 the Transport Department will have taken over from the Education Department in providing bus transport for school children.

Safety is of prime importance in this change.

A regulation will be implemented to ensure that all buses are fitted with dual circuit brakes, so that at least the front or rear brakes function normally in the event of a failure of part of the system.

**Human Error
Causing
Vehicle Crashes**

A research study, conducted by the Australian Road Research Board has focussed on the human errors which cause road accidents. Jointly funded by the Federal and Victorian Governments, the study used previous academic research and in-depth examination of real accidents in Adelaide and Victoria.

The study found that the most common driving faults were: driving straight through an intersection with priority; failing to see; visual obstruction; distraction, including activities in the car; excessive speed; inadequate control; inappropriate evasive action; misjudging speed or position; pedestrian running onto the road.

Surprisingly, excessive speed was rated fifth and was only a causal factor in 4% of cases studied.

**AGM Report:
Guest Speaker,
Mr George Paciullo**

The guest speaker at the annual general meeting of the Australian College of Road Safety held at White City Club, Sydney on February 27, 1989 was Mr George Paciullo.

Mr Paciullo, who was a former NSW Minister for Police and the first chairman of the NSW Parliamentary Standing Committee on Road Safety (STAYSAFE), has been appointed consultant to the Roads and Traffic Authority and chairman of a new committee system to resolve road traffic disputes between local councils and government authorities. When he was chairman of STAYSAFE, random breath testing was introduced in New South Wales with dramatic improvements to the road toll.

Mr Paciullo's address focused on which road safety measures are efficient and effective. He said that it was his emphatic view that, "it is those measures which achieve a change, for the better, in driver attitude and behaviour".

This conclusion was based on four factors.

(1) Every in-depth study into the cause of road crashes generally comes to the same conclusion. Driver behaviour is 65-95% of the cause, the vehicle and environment contribute the remainder of causal factors.

(2) Police reports of each and every fatal crash in NSW over an 18 month period in 1982/83 overwhelmingly showed alcohol, speed, impatience, aggressiveness, stupidity and the like were evident in just about every crash.

(3) The biggest sudden drop ever recorded in Australia of fatal and serious road crashes occurred on 17 December 1982 - the day Random Breath Testing was introduced in New South Wales.

Mr Paciullo said, "it reduced dramatically the previous most fatal of all driver behavioural habits - drinking and driving. There was absolutely no change in the road conditions or the technical skills of drivers which are often blamed for our road toll".

(4) The question was posed, "why do women drivers generally achieve a much better level of safety than their

male counterparts?" Women and men drive under the same conditions but the incidence of women drivers being involved in road crashes is much less. Mr Paciullo drew attention to the fact that women are not technically better drivers but that again, behavioural factors are involved. "They mix alcohol with driving less, are less impatient, and less aggressive," he said.

Mr Paciullo stated that this evidence led to one logical conclusion; "That the most effective road safety programmes that should be promoted are those that come under the category of DRIVER BEHAVIOUR". He elaborated two main thrusts:

(a) effective enforcement in the short term. This entails being caught and strongly penalised.

(b) education especially in schools as a longer term measure.

"Improved road design (like roundabouts) can also bring results as it can, by physical means, force a change in driver behaviour. But, if the driver has an irresponsible attitude, very little, if anything, can protect that person from himself or herself," he said.

Mr Paciullo also drew attention to the licensing system. "Surely there must be a more apt licensing test available to distinguish the suitability, on behavioural safety grounds, those applicants who are let loose on our roads amongst us all". He explained that an awareness of road safety issues is not examined. This should be the first barrier for unsuitable drivers.

In conclusion, Mr Paciullo said, "I leave my thoughts with your college in the hope they will give some leads to the answer of that vexed question, "How can we best act to reduce the daily tragedy and familiar carnage that has cut life off so suddenly and violently in almost every family in our community? - the tragedy and carnage commonly referred to as the road toll".

continued from page 1

and development of skills in areas such as bicycle safety education. These were followed closely by practical teaching skills and activities to develop such awareness and skills in children.

Responses to other items in the surveys indicated high approval ratings for the course, and significant shifts from pre-course survey results in relation to personal knowledge and attitudes related to effectiveness of traffic safety education.

Experience so far with the course indicates that it has been worthwhile in preparing teachers with specialist knowledge and skills which will assist to make more effective the implementation of increasing amounts of traffic safety education materials now being provided for schools. Incorporating a course in Child Traffic Education into the Bachelor of Education degree has been an efficient and cost-effective strategy to provide teachers with specialised skills. The course has been evaluated by Dr Shirley Grundy, University of New England, with a view to packaging it for use in other tertiary institutions, so that it is hoped that in the future many more teachers will have the opportunity to receive specialist training in traffic safety education during their pre-service studies.

Copies of the adjoining poster are available in colour and in wall size from your nearest Ansvar Office: Victoria - 18 Collins Street, Melbourne; Queensland - 157 Ann Street, Brisbane; NSW - 419 Church Street, North Parramatta; South Australia - 55 Gawler Street, Adelaide; Western Australia - 167 St Georges Terrace, Perth.

Diary

The Third Biennial National Traffic Education Conference will be held on February 15 & 16, 1990 at the Campus Conference Centre, University of New England, Armidale NSW.

The second annual general meeting of the Australian College of Road Safety will be held in conjunction with the conference.

Letters To The Editor

Dear Sir,

In common with a great many others who have driven in other parts of the world, I share an ever increasing concern at our apparent inability to achieve a comparable standard of road safety.

It is even more disturbing to note the often used excuse that our roads are somehow to blame when it is most obvious that such roads are no worse than those in other parts of the world and more often than not, much better.

Obviously we do as responsible beings, have obligations to our families, to provide a reasonable degree of safety on such roads.

I would be most interested in having some form of input into an organisation devoted to improving our road safety.

Sincerely

Les Haines

PO Box 2112

Southport QLD 4215

Dear Editor,

I have been receiving your publication since the first issue and I feel I must write to congratulate you on your informative efforts.

The whole question of road safety needs to be given much more attention and it is uplifting to observe the commitment you are making to co-ordinate the various efforts being undertaken.

Life is such a precious commodity and it is indeed distressing to continually hear the statistics that can only mean misery for so many families.

"Roadwise" is doing an excellent job of providing constructive strategies and the kind of information that the sensational media completely overlooks.

We need more of your publication and I can assure you, the work your journal is doing is warmly received.

Regards

Sally Davison

Invergowrie, NSW.

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Briefly

Proposal For Research In WA

The AMA has proposed to the WA Government that a road trauma research unit be established. Medical practitioners are concerned at the lack of centralised information collection about trends in injury rates and the impact of public education and police campaigns.

They claim there is no detailed data on the total cost to the health system or community of a major road accident victim requiring acute ambulance care, hospital emergency care, intensive care, hospital treatment and long-term rehabilitation.

The AMA proposal draws attention to the work carried out in other states. It claims the need of a trauma research unit because of the high economic cost of road accidents, the lack of a well co-ordinated attack on road trauma and inadequate statistics on the impact of road trauma control measures.

Funds For Roads

Motorists' Associations throughout Australia continue their long campaign for increased spending on roads by the Federal Government. These clubs represent a membership of 4.7 million Australians.

The contention concerns the allocation of funds estimated at \$6.5 billion per annum contributed by motorists in fuel taxes.

Poor Driving Performance

The Queensland Transport Minister has advised that one in three Queenslanders fail their driving tests because of poor training and preparation. The failure rate is higher for applicants for taxi licences.

The main problems causing failure of driving tests include poor steering, wrong positioning on turns, incorrect operation of a vehicle's controls and failure to select the correct combination of indicators, speed and gears for traffic conditions.

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Australian roads
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of alcohol?

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Demerit Points

The Queensland Government has announced that it is reviewing the demerit system for vehicle drivers. This system provides for the suspension of licences if nine points are lost within a two year period.

The Australian Transport Advisory Council adopted a uniform schedule which has raised the number of demerit points for some traffic offences.

Drivers who break speed limits by 45 km/hr will lose six points. Motorists who drive without seatbelts or with unrestrained passengers (including children) will lose three points. Other offences which currently do not incur demerit points will be included in the system.



The Road Safety Bureau of the NSW Roads and Traffic Authority assesses aspects of vehicles, motorcycle helmets and restraints. This wheelchair occupant restraint system has been designed as part of this work. It now has the approval of the Standards Association of Australia.

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Profiling People

Mr Eric J Montgomery,

Managing Director of the Driver Education Centre of Australia

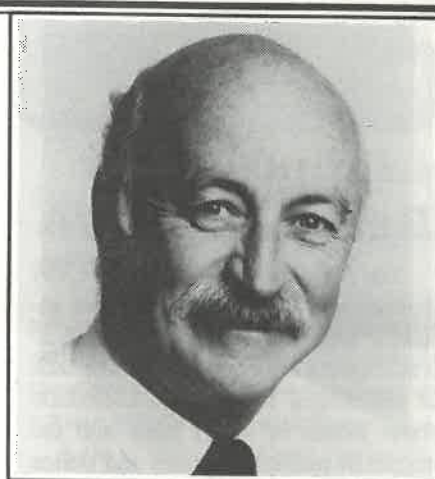
In this edition, readers are introduced to Mr Eric J Montgomery, Managing Director of the Driver Education Centre of Australia, Shepparton, Victoria. Eric is also Chairman of the Australian College of Road Safety. His career began in 1959 in the Victorian Police Force. After being transferred to Shepparton, his interest focused on road safety. He conducted road safety programmes for thousands of school children and public awareness programmes for adults, utilising the local picture theatre.

In 1971 as Sergeant of Police at Shepparton, he began planning off-road driving facilities and addressing organisations about the concept. With support of the Rotary Club, assistance of the Ford Motor Company and endorsement of the the Victorian Government, he was able to establish the Goulburn Valley Driver Training Complex (now DECA).

He was seconded from Victoria Police in 1972 to manage the Centre. The facility was officially opened by the Victorian Premier on November 1, 1974.

In subsequent years, as the result of his tireless efforts, funds were raised, support was received and expansion of the original facilities and staff took place. In 1984 the Complex was separated from the College of TAFE to become a company entity trading as the Driver Education Centre of Australia. In 1987, through promotion in the international market, DECA's services were extended to Papua New Guinea, Fiji and South-East Asia.

Throughout the period of development at Shepparton, Eric Montgomery has travelled extensively overseas, updating his knowledge and incorporating the latest ideas and technology into programmes at DECA. His visits in 1978, 1980, 1981, 1982, 1985, 1986,



1987 and 1989 have taken him to England, Sweden, Germany, Japan, USA, Canada, Scotland and South Pacific countries.

He has presented papers at various seminars and enquiries including the Transport Regulation Board (1982), Federal House of Representatives Standing Committee on Road Safety enquiries, Australian Institute of Petroleum, road trauma seminars. He speaks regularly at various conferences such as Transport Industry Advisory Council, Canberra, and Society of Automotive Engineers, Melbourne.

His membership of many organisations includes;

- American Motorcycle Safety Foundation (Instructor)
- New South Wales Traffic Education Centre (Consultant)
- South East Queensland Driver Education Centre (Advisor)
- Geelong Traffic Safety Centre Committee (Inaugural Member)
- Chartered Institute of Transport (Member)
- Ambulance Officer Driver Training Sub-Committee (Member)
- ROSTA Motor Cycle Committee (Member 1981-82)
- Standing Committee for Traffic Safety Education (Member)
- Victorian Road Transport Industry Training Committee (Member)
- Bus Course Committee (Member)
- Institute of Road Safety Officers (Member)
- International Association of Driver Educators for the Disabled (Member & Committee Chairman)
- Committee for Heavy Vehicle Endorsement (Member)

In recognition of his work, in 1988 Eric Montgomery was appointed as a Member in the General Division of the Order of Australia (AM).

Abroad

Motorcycles are now a NHTSA priority

The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) recently announced a final rule that adds motorcycle safety to the list of priority programs considered most effective in reducing highway accidents, injuries and deaths.

According to NHTSA Administrator Diane K Steed, programs deemed a national priority by NHTSA and FHWA are eligible for funding through an expedited process under the State and Community Highway Safety Grant Program.

Current NHTSA priorities are occupant protection, police traffic services, emergency medical services, traffic records and alcohol countermeasures.

"Motorcycle crashes are a serious safety problem, accounting for about

4,500 deaths and 164,000 serious injuries each year. Motorcycles have a fatality rate per mile travelled that is 20 times that of automobiles," Steed said.

NHTSA also clarified that programs to fight drugged driving are eligible under its Alcohol and other Drug Countermeasures program. In addition, the term highway safety "standard" will be replaced with "guideline" to conform with requirements of the Surface Transportation and Uniform Relocation Act of 1987.

The Surface Transportation and Uniform Relocation Assistance Act of 1987 requires DOT to determine which highway safety programs are most effective. The new national priority program designations become effective Oct 1 1988.

Reprinted from "Centreline",

newsletter of the Washington USA Traffic Safety Commission, June 1988



Publications



"Review of Literature on Driving Performance Measures and Licence", Dr Wendy Macdonald, Road Traffic Authority of Victoria (for Federal Office of Road Safety) Report CR 57, November 1987.

The purpose of this report was to review literature relating to car driver licence testing. Major objectives of testing systems were identified as establishing competence and setting a standard. The review brings together current knowledge relating to driver behaviour and to studies of "unsafe" driver behaviour, against which licence tests might be evaluated.

Studies of licence tests are discussed and recommendations made regarding tests, which should be considered for adoption in Australia

Ninety one references from literature are listed in support of this work.

"Interstate Traffic Regulations", published by the National Roads and Motorists' Association, November 1987.

"The Motor Vehicle, Society and the Law", Andrew Terry, CCH Australia, 1983.

"Where To Break Your Journey Around New South Wales", Roads and Traffic Authority of NSW (pamphlet).

"Going Around In Circles Lately?", Roads and Traffic Authority of NSW (pamphlet on how to use Roundabouts).

The PASS Program (Plan a Safe Strategy) which is a drink-driving prevention program for teenagers has been prepared in kit form.

Details may be obtained from the Alcohol and Drug Programs Unit, Department of Education, Queensland.

"Universal Driving Manual", EV Orloff, 1987.

In each edition we have listed some important books, pamphlets and teaching aids. The publishers would be pleased to receive information about other publications for inclusion in future issues.



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