

## SOME GEMS TO CONSIDER

Roadcraft's commitment is to prevent road trauma by providing effective road safety education to road users of all ages.

**Roadcraft's aim is to have participants complete the course with the understanding that they have a choice in their driving destiny and that their safety is first and foremost their responsibility.**

*We do not want them to leave believing that they are a better driver or good driver. We want them to appreciate that by using the systems and techniques advocated they will be safer, more aware and attentive drivers, thus improving the safety of all road users.*

Roadcraft is a "Not for Profit" Community owned organisation that has been providing quality driver education to road users of all ages for over 35 years. Over time, we have developed courses that are truly effective covering all areas from secondary students, learner and licenced drivers, 4WD and corporate clients. The concept and development of Roadcraft came into being in the early 1980's and was initiated by the Rotary Club of Gympie with the assistance of many dedicated people from other service clubs and the community.

Roadcraft is governed by a Management Committee consisting of local residents and business people who have a dedication to the reduction of trauma on our roads.



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It's not just the Fatal 5 that Drivers need to be aware of.

It should be the FATAL 8

1. Distraction / Inattention
2. Speeding
3. Fatigue
4. Impaired driving (drink and drug)
5. Failure to wear a seatbelt
6. **Not enough space** - just one second would create up to a 90% reduction in crashes.
7. **Poor observation** - by looking further ahead the driver gets more time to process and respond appropriately.
8. **Fixation** - Fixation has the potential to kill at normal highway speeds.

Most drivers drive inside the reaction zone. By being in the reaction zone, a driver needs to be concentrating as hard as a leading V8 supercar driver like Craig Lowndes.

Why would you choose to have to drive every day like that, when by simply adding an extra 2-3 seconds of space, you go from being in a position where you either crash or don't; to a position where what would have been a crash is now not even a close shave or near miss?



Managing space when driving is one the few situations where more is less.

### **More space = Less crashes.**

In order to build the knowledge, understanding and appreciation, we use simulated crash scenarios to motivate drivers to apply low risk driving strategies and systems into their everyday routine.



We don't just tell people about the potential dangers; we help them have real time, hands-on experiences that lets them make their own decisions and motivates them to become safer by applying low risk driving techniques into their everyday driving.

It is like a health pill, it will only work if you take it consistently and regularly.



We teach drivers where to look, what to look for, why to do it and when; because you go where you look.

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So therefore, you must always look where you want to go, early.

*We can only respond to what we see, but we will only respond appropriately to what we understand. So the sooner we see a problem and understand it, the more time or space we will have to deal with it and the less the need or potential to react inappropriately.*



### More Space – Keeps me Safe

When a driver chooses to take control of their own safety and introduce low risk driving into their everyday, the whole driving environment changes, everyone around them is a winner.



We motivate people to choose to control their own driving destiny.



Usually by the second session of the 1st day of a course, participants are asking why they have not been told/taught this previously and why is it not compulsory for everyone.



Human beings have no natural responses for driving a motorcar, in fact if we rely on our natural reactions they will most likely make any emergency driving situation worse and contribute to a crash.



Roadcraft has developed specific hands on exercises to demonstrate the fact that humans are not natural at the driving task and heighten the participant's awareness and understanding of these human deficiencies that are seldom appreciated by uneducated drivers.

We have found that it is possible to change risk acceptance by educating drivers using well thought out and implemented exercises that demonstrate our natural tendencies and how inadequate they usually are in emergency situations.



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It is apparent by the statistical evidence that legislating new laws has no real bearing on improving the quality of driver on the roads, and in fact quite possibly could contribute to the proliferation of poorer drivers, who take more risks and have less understanding of the forces they are dealing with when they do.



You see we tend to teach our children how to obey road law, which is important, we teach them how to drive a motor car, i.e., start, stop, steer, change gear, give way, etc. But how much knowledge or skills do we teach them in order to save themselves in an emergency situation?



The better we build the roads the faster we go!

The safer we make the cars the more the risk acceptance!

We get very, very good and driving very, very badly



So, how do we justify the huge difference in input in terms of training and expenditure between the driver and the pilot?

Isn't the driver of a motor vehicle also in charge of a lethal weapon that has the potential to kill and or maim and cause destruction, especially when you consider that almost every Australian will probably own or drive one in their lifetime?



At Roadcraft we believe that as a community we can no longer afford the luxury of letting our children learn to drive by passing a licence test that is highly inappropriate and ineffective in terms of ensuring that the new driver has the real driving experiences to anticipate and respond appropriately in every day driving situations.



If we as a community are serious about reducing the tragic road toll in this country, the system needs to address the issues of safety and inexperience head on. The public should insist that all drivers be exposed to as many possible normal, and in particular emergency driving situations as practicable in order to develop their "systems of response", enhancing

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their ability to anticipate and respond appropriately in normal driving situations and emergency situations that occur in day to day driving.

Better still, by being exposed to their own inadequacies, it is possible to motivate more drivers to use proven low risk driving practices and develop appropriate attitudes, as well as reduce the inappropriate high degree of risk acceptance we find in many of our young, and often not so young, drivers.



What exposure or training do they have for emergency situations, where these same drivers are exposed to trial and error experiences, in life threatening time frames, when they need to learn what works and what doesn't work while their life depends on the result, with only too often fatal consequences?



With the annual cost of road trauma in Australia climbing towards the **\$27,000,000,000 (2013) mark**, it is not a valid argument to suggest it would be too costly to implement the facilities and practices required to make our roads safer.

In fact there is no excuse for not doing so!

*"We have the knowledge. We have the beginnings of the infrastructure. We have the ability"*

If we could reduce the carnage on our roads by a mere **10%** we could save in dollar terms (not to understate the human side) **\$2,700,000,000!** Surely that would go a long way towards the costs involved.



Maybe the problem with the current system is that it is based on an incorrect premise:

**Drivers should or will obey road law and nothing will go wrong.**

If we change this premise to read:

**Drivers will make mistakes, and terrible and frightening things can and do happen.**

It is now perhaps more obvious where the input should be directed.

