

Foundation Document

The SA Police Road Safety Centre is a leader in road safety education, playing a vital role in reducing road trauma through enhancing the awareness, knowledge and skills of all road users through lifelong learning.

The Road Safety Centre delivers road safety sessions to:

- schools, students, teachers and parents
- business groups and the community.

Sessions can be adapted to suit persons living with disability. They are delivered by police officers and are presented at the Road Safety Centre and off-site.

AIM AND PRINCIPLES

The Road Safety Centre aims to deliver evidence-based road safety programs and initiatives that are contemporary and age appropriate.

ROAD SAFETY EDUCATION PRINCIPLES

To achieve our aim, the Road Safety Centre programs are based on seven principles:

PRINCIPLE 1 – BEHAVIOUR CHANGE

Programs will focus on social competency of students, behaviour change theories and resilience.

Research has identified attitudes and beliefs are associated with risk taking behaviour and that “sensation seeking” (seeking out intense experiences likely to bring reward) and impulsivity occurs without foresight. Focussing on behaviour change over an extended period that addresses the underlying factors common to these behaviours is a more effective method of addressing risk taking behaviours. Research suggests fear appeals in general do not lead to positive behaviour and that those who are likely to accept the message are not usually the ones engaging in the high risk behaviour.

PRINCIPLE 2 – INFORMATION

Programs will incorporate the provision of information on the graduated licensing system, vehicle safety and enforcement/deterrence strategies.

Whilst research shows one time ‘information-based’ programs have little effect in achieving positive attitudinal change, this information is of utmost importance to students and needed during the delivery of road safety programs. Research stipulates that this information must be age relative.

PRINCIPLE 3 – TRAINED PEER-LED EDUCATORS

Programs will be delivered by trained educators and peer-led/facilitated where possible.

Evidence suggests that a key aspect of attitudinal change requires credibility of the source of the information with students relating to the topic presented. Research also suggests that peer-led facilitation by near age or slightly older peers can be very effective and that positive consistent role modelling can support behavioural change.

PRINCIPLE 4 – ENGAGEMENT

Programs will actively engage students through the use of interactive, scenario-based, and theory guided activities.

Programs that encourage students to interact that promote self-awareness and personal reflection, peer discussion and social interaction will increase their learning experience. Students at greater risk of injury as a result of a road crash such as those in minority groups and of a lower socio-economic background will be more likely to benefit from this style of learning.

PRINCIPLE 5 – CURRICULUM

Programs will embed road safety education in the South Australian secondary school curriculum framework.

Linking with school-based age appropriate health and safety programs such as drug and alcohol prevention programs that fit within the school curriculum is best practice approach.

PRINCIPLE 6 – BUILD CAPACITY

Programs will have a whole school approach, involving parents and the community to build capacity and encourage good school connectedness.

Best practice road safety education involves the whole community. Engaging with schools where student safety and wellbeing is supported by staff, parents and the community creates a positive, supportive environment to enable a focus on promoting good road safety behaviours. Research supports that a good level of school connectedness has been found to be a protective factor for risk-taking behaviours.

PRINCIPLE 7 – DEVELOPMENT

Programs will be delivered over a developmental period

Research reinforces that 'one-off' visits or incursions and activities do not lead to lasting outcomes. Road Safety programs need to be provided on a regular basis over a period of a student's development and must be age appropriate.

Footnote:

CASR Road Safety Research Report, SJ Raftery, LN Wundersitz 2011