



Preventive work of driving schools and the local community on eliminating the causes of young people suffering in traffic

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Abstract: *This paper indicates the importance of the cooperation of driving schools and the local community while planning and realizing preventive activities on eliminating the causes of young people getting hurt in traffic. The traffic behavior, that is to say, the level of traffic behavior, was identified as the immediate cause. The family is presented as the most powerful factor of the traffic education. Systematic approach, as well as adequate engagement of all holders of prevention in the implementation of prevention programs and the strong influence of the implementation of measures in the education of parents as well as children, is expected to help the proposed solution become accepted in the community as the standard of behavior.*

Keywords: *Family, upbringing, traffic culture*

1. INTRODUCTION

Traffic safety is one of the biggest issues in all communities, in every country in the world. Statistical data and analyses of traffic accidents (a large number of the dead, seriously injured people, as well as huge material damage), require carefully designed measures that will contribute to increased traffic safety. The importance and urgency of solving this problem is even greater, having in mind the negative trend of growing involvement of young people in traffic accidents. Each traffic situation has two components: - the objective component (the content of that which the traffic participant observes and registers as relevant and the factual material beyond his immediate observation) and – a subjective component (which is the response of the participant on the objective reality in a given traffic situation[2]).

The logical sum of the responses of traffic participants as individuals represents the traffic behavior. Statistics on accidents, penalties imposed in misdemeanor proceedings and on the spot by the police officers of the traffic police, speak very clearly of the level of lack of traffic discipline[4].

Behavior, in general, as well as traffic behavior is learned from early childhood. A child adapts to the family environment, and then it goes beyond up to its range between the minimum which is necessary for the survival of the individual in the local community. For these reason, family is the most powerful factor.

2. FAMILY AS THE FACTOR OF TRAFFIC EDUCATION

Statistical data on the structure of the participation of children in traffic accidents does not provide a satisfactory picture of the successful completion of the educational role of our average family in the area of traffic. Before going to school, many children already know letters and sometimes read fluently, while in the traffic area, they do not know the basic concepts. It is worth noting that the traffic literacy of children is not influenced by those hundreds of thousands of father and mother drivers, which essentially represent a significant force of implementation of traffic education. The thing which can be accepted as the problem is the system of prohibition and intimidation by the family, not the system of education and practice on the traffic surfaces. Our children step into traffic reality much too late. [1].

The question is where is the place to create the contemporary citizen aware of traffic?

First of all, the place is in the family. Education in the family should be the first step in creating a citizen well aware and well disciplined in traffic. Hundreds of thousands of parents who are amateurs and professionals in driving live in families. Traffic safety is not just about the education of children but also it is about educating the adults. While highlighting the obligation of parents as educators of children in traffic, at the same time we emphasize the education of adults in the same way as parents during the first years of primary school re-learn the materials while working with children or even learn subjects of their children in order for them to be more successful. When and how to provide basic elements of traffic culture? First of all, the mothers or parents through a story, a game, a walk that provide the ability for traffic practice with the help of parents, schools, of health, environment.

3. THE ROLE OF DRIVING SCHOOLS ON PREVENTIVE WORK TO ELIMINATE THE CAUSES OF YOUTH SUFFERING IN TRAFFIC

Following the experience of foreign driving schools, especially those that have been long developing and implementing partnership while working with the local community, the application of this model in the task of prevention work of driving schools and local communities to resolve the suffering of young people in traffic is one of the steps to make citizens trust driving school.

Bearing in mind that the main key of this concept is working together, in other words partnership, prevention and problem-oriented work, the bottom line is that the citizens define security problems and to target and jointly come up with a solution. In this work concept driving schools should be interested in the following elements: - educating citizens - planning the program of preventive work - the work efficiency, - a systematic solution for the problem - creating a model of the project implementation and education - the consistent realization of the set targets. [1].

While realizing this, citizens should not think of driving schools as they did before. They must be partners in eliminating the presented problems and in realization of the project of education.

A large number of headlines and publications on the subject of safety of young people were undoubtedly significant, even though they treat the place and role of the individual and his awareness in addressing these issues in general.

Various campaigns carried out by the traffic police, have also contributed to some improvements, but it is considered that the results of the measures do not have the necessary continuity.

Driving schools should continually:

- Indicate the possibility of influencing citizens or their concrete actions to address the identified traffic problems,
- Indicate the need for connecting and interesting in the problems faced by schools in the field of traffic safety,
- Interest them in an organized work in the partnership on traffic education of adults.

Working with adults is the most complex and the most difficult to implement for many reasons, because there are no psychological groups that are already involved in the educational process.

Thus, it is necessary to establish educational groups which will have an educational approach effect on:

1. Parents, and help them enter into a correct relationship with the children,
2. Class teachers and inform them about the groups' activities and harmonize the program content and encourage them to research on the effectiveness of teaching in traffic education and upbringing of young people.
3. Mental health workers, indicate the importance of the work in traffic prevention, and the importance of counseling patients who have been noticed experiencing changes that could directly affect the safe participation in traffic,
4. Local Media, with the aim of informing about traffic problems and the realization of the concept of encouraging the involvement of individuals or groups of citizens to get to know about and solve specific traffic problems.

4. PREVENTION PROGRAMS

The prerequisite for the success of prevention activities, in specific setting, is that these activities, after detailed analysis and the introduction of conditions under which it should be exercised, are shaped and balanced wholes, along with programs, whose consistent implementation will be included in all the target groups should be influenced. The elaboration of the program of prevention activities is given a lot of attention in the practice of some countries that make more serious efforts to take steps that would lead to change and improve the security situation of young people in traffic. This is the case with Sweden, Norway, and can be seen in England and America. It is obvious that any preventive measures that are carried out outside of the program as a whole and without enough systematic work and determination do not seem to lead to the ultimate success. [4].

Another significant point is that all prevention programs are developed in a way that is mutually equally linked, or to derive one from the other.

Prevention programs also include legal measures and sanctions as an inseparable part of every system of prevention. Those most responsible for preventive activities could be divided into several groups depending on the way in which they implement their actions and areas on which they operate:

- The Police
- Family,
- Schools and other educational institutions,
- Driving-school centres
- The media,
- Health and technical services, etc.

Prevention program must include measures which will eventually affect the improvement of the key factor of traffic education – the family.

So there is no doubt that the level of security can be achieved by taking the following measures:

- measures in the process of education of parents and their obligations for hereditary upbringing of children, and
- measures in the education of children.

a) Measures in Educating the Parents

At preschool age, the parental influence is intense and very significant, but the actions in their upbringing and schooling are difficult to conduct in an organized manner, unless those activities do not focus on the work of educational groups of citizens and the police, as well as other stakeholders of prevention. Compared to all other measures, we can say that this set of measures has not been given full attention. It is known that children in one of their phase of development often imitate their parents and very well perceive their behavior in the street and traffic. [1].

At the time children start school, it is necessary to point out to the parents the importance of their behavior on the street, especially when accompanying children to school. Parents should be involved in the creation and development of safe corridors (painting, folder) and treatment of children in specific situations, because in this way the children can acquire the necessary experience in movement. [1].

b) Measures in Educating the Children

Measures in educating children can be carried out in the pre-school and school age. It must be admitted that the measures in the upbringing and education of children in preschool age, or very little applied or not applied at all. Children's toys and games with the means of transport have a very large purpose, if the child learns something on its own, something that it will be useful in its life. In addition to empty stories of parents of special vehicle models in the world of children we are designing our dreams not bearing in mind that a child learns first, and then the applies its knowledge in the traffic behavior.

Traffic signs as toys and games for children are almost non-existent, and games in parks that can be called a small traffic world are very rare: these spaces for play in our area do not exist. In short, the traffic education provided by listed bearers of prevention has failed.

5. CONCLUSION

It is known that a problem is solved only when a solution is accepted in the community as the standard of behavior. Elementary education of the children and youth as the standard of behavior starts in the family, which will later continue in school. The education in the family should be the first step in creating the traffic culture.

This issue needs a programmatic approach. A personal computer as an inevitable means of learning today offers great opportunities for learning through play. By creating games on the theme of basic skills in traffic, a child through play unconsciously meets the program content.

How much time is needed to create one game which will become conventional with the rules of the game that will remind you of the way from home to school, and the dangers that occur in the real world (at the pedestrian crossing, on the road, etc.). Let's leave the place and time for the competition between parents and children in the traffic.

Family competition will encourage and give collective stimulation. All this presented in this paper is an attempt to realize the vision for which it is expected that in the coming period will have its realization.

Assuming that a holder of preventing the establishment of strong ties of mutual and lasting co-operation, so that the activities of each of them gets the effect that fits into a single unit, in due course there could be significant improvements in the field of traffic safety.

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