

Health 2025 v1.2

IA2 E2: Sample stimulus book

June 2025

Purpose of this resource

This resource was developed by the QCAA for schools offering Health with students undertaking the Health 2025 syllabus. It provides sample stimulus for Internal assessment 2: Examination — extended response. The stimulus is related to IA1 — Elective topic 2: Transport safety.

Stimulus

Stimulus 1: Dartford region — points of note




Dartford

- is located 100km inland from the next largest town in the area and 250km from the state capital city
- is the 10th largest city in the country with a total population of 316 636 people
- has good internet access and coverage with 98% of households accessing the internet by a laptop or desktop computer, 92% have smartphone access and 68% have tablet access. Cost is the reason 2% cannot access the internet from their home
- has seasonal heavy storms that can cause significant flooding in the area
- has a large community sport precinct which includes a cycling circuit and motorsport complex
- has a large progressive charity group who works alongside the local police to advocate for and provide low-cost youth and community programs. The uptake of these programs has been increasing.

Stimulus 2: Dartford region population age structure

Age group	< 11	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	80+
Total no.	40 841	42 939	49 186	49 603	50 400	41 310	31 639	9 338	1 380

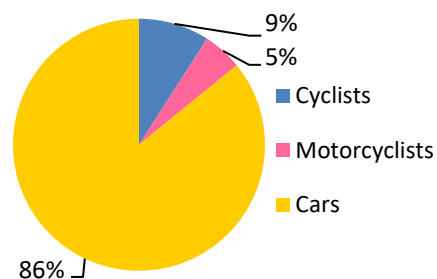
Stimulus 3: Dartford region population snapshot (2024)

	3% of Dartford high school students were enrolled in distance education programs	98% of Dartford Year 12 students completed their high school certificate	52% of the Dartford population aged above 30 have a higher education qualification
	25% of Dartford high school Year 12 students have their learner driver license	25% of Dartford high school students travel to and from school on a bicycle	35% of Dartford high school students travel to and from school on an e-bike or e-scooter
	65% of Dartford 17–19-year-old males believe they are highly proficient drivers/riders	45% of Dartford 17–19-year-old females believe they are highly proficient drivers/riders	85% of Dartford high school parents/carers are worried about the safety of their student travelling to and from school

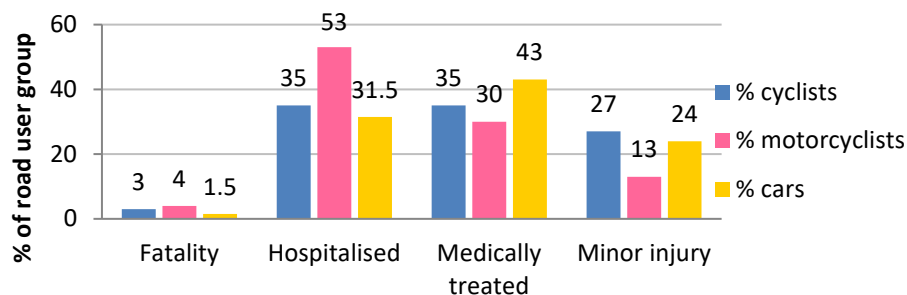
Stimulus 4: Dartford self-reported road behaviours while driving/riding

Self-reported road behaviours	2020	2021	2022	2023	2024
Have driven/ridden over the speed limit mostly or always	31%	32%	32%	54%	64%
Have driven/ridden within three hours of taking recreational drugs	6%	8%	12%	20%	27%
Could have driven/ridden while over the legal blood alcohol concentration (0.05 BAC)	21%	21%	22%	24%	26%
Had moderate to high levels of fatigued driving	42%	46%	45%	64%	65%
Have driven/ridden through flooded roads that were closed	45%	52%	55%	61%	64%
Have not stopped at pedestrian crossings when they should have	2%	3%	4%	5%	7%
Have had a near-miss incident with a vulnerable road user	4%	6%	7%	8%	12%

Stimulus 5: Road user crashes



Stimulus 6: Crash severity for cyclists, motorcyclists and cars



Stimulus 7: Helmet and restraint use

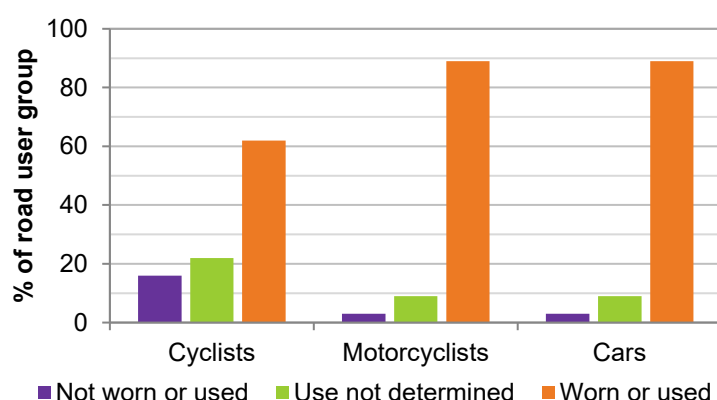


Figure 8: Mobile phone use while driving/riding in the previous 48 hours

Behaviour	%
Talking on hands-free mobile	76%
Reading text messages	55%
Talking on handheld mobile	27%
Using another mobile function	52%
Sending text message	58%
Never read text messages	42%

Stimulus 9: Dartford region's '2025 Vision zero' road safety goals and priorities

Safe system factors	Safety goal	2025 Short-term priorities:
Safe roads and roadsides	More forgiving road and roadside infrastructure	<ul style="list-style-type: none"> improved and separated infrastructure for pedestrians, cyclists and personal mobility device riders improved lighting and road surfaces on the road network install barriers to reduce wildlife-related crashes
Safe speeds	Safer and more accepted speed limits	<ul style="list-style-type: none"> more targeted and effective enforcement of speed limits support of compliance with speed limits
Safe vehicles	More community members in safer vehicles	<ul style="list-style-type: none"> support of young drivers and older drivers accessing vehicles with higher safety standards
Safe road users	More road users alert, compliant and courteous	<ul style="list-style-type: none"> all transport users safely share transport networks and embrace courtesy and consideration when interacting with other road users less drink- and drug-driving/riding, speeding, fatigued driving/riding and distracted driving/riding.

Source: Queensland Government Department of Transport and Main Roads. 2022. *Queensland Road Safety Strategy 2022–2031*. A Creative Commons Attribution 4.0 Generic publication.

Alternate innovation — Road user training program

Stimulus 10: Road user training program background, structure and features

Background

Road user training program was developed in 2021 by a group of road safety advocates and a team of driver and rider training experts in response to increasing road user conflicts and collisions in the Daicosville local government area. The program is conducted through schools as a co-curricular activity and is designed for young drivers who either have their Learner driver license or expect to have their Learner driver license in the next six months along with young cyclists and riders of personal mobility devices.

Course structure and features

The course structure includes:

- four one-hour one-on-one driver training sessions on a motor racing circuit that involves
 - maintaining correct follow distances
 - emergency braking, skid control and recovery
 - wet road driving and hazard avoidance
- four one-hour classroom driver education sessions either at the track or at the school covering
 - optimism bias and crash risk perception
 - car set-up and handling for safe driving
 - car control and defensive driving techniques
 - situational awareness for hazards particularly in rural areas
- two one-hour training sessions for cyclists and riders of personal mobility devices covering
 - road rules for cyclists and personal mobility device users
 - ride planning to use safe roads and separated infrastructure
 - courtesy and consideration when interacting with other road users
 - helmets and other safety equipment/clothing.

The course features include:

- small group driver training sessions — each course can take a maximum of 5 students at a time
- high flexibility — driver training and driver education sessions can be conducted before school, during school hours or after school
- safe route planning — program instructors work with schools to provide suggested routes that help cyclists and personal mobility device riders commute safely
- sponsorship — Daicosville Youth Organisation sponsorship reduces the cost of the driver training sessions to \$50 per participant (normally \$200 for the four sessions).

Alternate innovation — Road user training program

Stimulus 11: Use of Road user training program in Daicosville

Daicosville has a total population of 50 000 people with five high schools.

The total number of students eligible to attend the Road user training program is 450.

User groups	Number of participating students and schools			
	2021	2022	2023	2024
Students	50	100	250	250
Schools	1*	2	5	5
* trial school who has continued to use Road user training program				

Stimulus 12: Road user training program outcomes

In a survey conducted 12 months after students had completed the Road user training program:

- 85% of participants have continued to use the safe driving/riding techniques learnt during the course
- 80% of cyclists acknowledge they know safer routes to use for their trips
- 75% of personal mobility device riders are safer around pedestrians

Stimulus 13: Daicosville road safety outcomes (2021–2024)

- crashes in the region dropped by 45% and fatalities dropped by 40%
- the region's death toll from car crashes dropped to the lowest since 1950
- conflict between road user groups has decreased by 35%
- the number of parents/carers riding or walking to school with their student has increased by 25%
- the number of swift water rescues for vehicles trapped in flood waters has increased by 30%.

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