



NSW ROAD TOLL THE LOWEST FOR MORE THAN 50 YEARS

Many long-standing road safety records were broken in NSW with the announcement of the preliminary road toll figures for 2001. Last year there were 536 persons killed on NSW roads, 67 fewer fatalities than for 2000 and the lowest annual road toll since 1949.



The result for last year represents a remarkable achievement given the increases in population, licence holders and motor vehicles on our roads. Over the last half century the population has doubled and there are now eight times as many licence holders and eleven times as many motor vehicles.

Road safety and how we use the roads has also changed enormously over the same period. In 1949, the 48-215, later known as the FX Holden was the family car. Australia's first very own car was equipped with cross ply tyres whilst seat belts, crumple zones and safety glass were just not available. There were no freeways and the FX had a top speed of 130 km/h. In 2001, Holden also sold the top selling car. The typical Commodore now sold is fitted with steel belted radial tyres, ABS, airbags and has crumple zones around a strengthened occupant protection structure. The road network now boasts extensive sections of major highways with high quality carriage separations and the family car has a top speed of around 210 km/h.

Although there were fatality increases in 1999 and 2000, the road toll result for last year continues the long-term downward trend since the late 1970s. The credit for these improvements lies with key road safety stakeholders such as the RTA, Police, Local Government, Health and Education Departments, and their delivery of effective inter-sectoral road safety programs. Several

high profile programs were associated directly with the road toll improvements experienced last year.

The rollout of the 50 km/h urban speed limit to cover areas in around 140 councils and the extension of the Road Safety Officer Program to 90 councils are both starting to make an impact on the road toll. These programs were associated with the 20% fall in pedestrian deaths in 2001. Pedestrian fatalities are now at their lowest levels since records began in the 1920s.

Some countermeasures such as tactical marketing and enforcement have been proven to be very effective in influencing road user behaviours in the short term. A recent example of the short term benefits of tactical marketing and enforcement is Operation WestSafe. In response to the increase in Western Sydney fatalities during 2000, the RTA, Police and the MAA combined to develop a strategy to target road safety issues in these areas. The results for 2001 show significant fatality reductions associated with Operation WestSafe, with fatalities in Western Sydney declining by one-third, compared with 2000.

Other medium and long-term programs such as Safety Around Schools, Rest Areas and Fatigue, Black Spot treatments and the Graduated Licensing Scheme have all contributed to the recent reductions in the road toll.

Whilst NSW can be proud of its achievements in reducing road trauma, it must be remembered that there are still over 500 persons killed and another 28,000 persons injured on our roads each year. The cost to the community is estimated to be in excess of \$2 billion. This does not include the emotional pain of the loss of loved ones, a cost that is largely borne by family and friends.

With the release of the state road safety strategy, Road Safety 2010, the NSW Government has in place a framework to halve the road toll by 2010. The challenge for all road safety stakeholders and the community is to achieve this objective and in the process save many hundreds of lives and thousands of injuries.

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A DECADE OF LOCAL GOVERNMENT ROAD SAFETY –

SOME THINGS JUST KEEP GETTING BETTER!

Ten years ago, the first Council Road Safety Officer, Jacquie Anderson, climbed onto a stool at a drafting desk at Fairfield City Council. Surrounded by engineers, she was set the task of piloting a unique approach to tackling the road toll in an area notorious for road trauma. It is unlikely that she and the other 'believers' who initiated the program (Steve Anderson, Keith Rigby and David Riches), were aware of the industry that they were initiating.

Ten years later, 67 Road Safety Officers work in 93 councils right across NSW. In addition, a substantial support framework has been developed under the banner of the Local Government Road Safety Program (LGRSP). This framework assists Council Road Safety Officers, and indeed all NSW councils, to raise the priority of road safety in their communities.

The philosophy behind the LGRSP was then, and is now, simple! To be effective, public education needs to be personally relevant. So, where better to pitch public education on road safety?..... at the local level where our road users live, work and drive!

Initially the program thrived on 'one off' community awareness raising projects, like printing road safety messages for seniors on the back of bingo tickets. This phase sowed the seeds for community and political support, from which the program has matured. Today, the mission of the LGRSP is to facilitate strategic ongoing programs generating measured and sustainable change.

Some of the noteworthy contributions of the LGRSP have been the development of local liquor accords to reduce alcohol related harm, the facilitation of speed monitoring programs and providing information to our diverse communities on occupant restraints, fatigue and pedestrian safety. It is notable that pedestrian fatalities are now at their lowest

levels since records began in the 1920s.

Council Road Safety Officers have also been recognised for their work in drawing together all the local players in road safety. Rather than operating independently, the RSO can help to form productive partnerships with stakeholders to identify local road safety issues and harness the synergy by tackling issues intersectorally.

Partnerships at the state wide level have also been critical to the success of the initiative. In 1998 the RTA, the IPWEA and the LGSA signed a Memorandum of Understanding to formalise their commitment to the Local Government Road Safety Program.

The LGSA continue to support the contribution of local government to road safety through communication and management mechanisms while the IPWEA has taken a lead role in promoting council wide road safety strategic planning with the publication and evaluation of 'A Guide to Developing Council Road Safety Strategic Plans'. It is notable that now more than one third of NSW councils have participated in the road safety strategic planning process.

With funding from the MAA, the IPWEA has also distributed more than \$1M for local road safety projects and recognised the outstanding achievements of 30 different councils through the Local Government Excellence in Road Safety Awards.

The scale and scope of the LGRSP has also demanded the professional development of today's road safety practitioners. 2001 saw the launch of a nationally recognised competency based training program, the Certificate IV in Road Safety. In addition organisations and professional disciplines, here and overseas, now receive updates on the program through the LGRSP Newsletter and annual LGRS Conference.

And so from one council, one person and one oversized desk, the LGRSP has grown to a highly regarded and comprehensively resourced state wide Program. To all those who have contributed, take this opportunity to be congratulated. You have been a part of a program that is globally recognised as best practice in action and better still, it saves lives every day!



IPWEA/RTA LOCAL GOVERNMENT ROAD SAFETY PROJECT

THE CERTIFICATE IV IN ROAD SAFETY – A GRADUATE'S PERSPECTIVE

Jennifer Andrews completed the Certificate IV in Road Safety, a competency based training program designed to suit the needs of road safety professionals, especially in local government.

Jennifer is the Road Safety Officer at Cessnock City Council and she is well known for her work on the 'Youth on the Move' program and for the local promotion of the 50km/h speed limit initiative in Cessnock.

And now it's over to Jennifer to tell her own story.....



RSO Jennifer Andrews – centre

After being a Road Safety Officer for 5 years I felt the need to gather legitimate credentials for the specialist skills I had gained in the performance of my job as well as responding to my Council's competency based promotion scheme.

The Certificate IV in Road Safety provided that opportunity. The Program structure provided the flexibility I desired in both content and direction and allowed me to meet the expectations of the modules in a very flexible time frame.

Once I had established a team of qualified colleagues and Workplace Assessors, I found it best to structure the learning of new skills around my current workload. This enabled me to complete most tasks during my working day. I also attended weekly meetings with my Supervisor for progress reports and subsequent discussion.

I selected the Media and Communication Strand as I felt it would assist me in developing comprehensive skills in areas of press release production, effective marketing of road safety programs, report writing and dealing with media.

Since completing the Program I have been rewarded through the promotion system and feel

much more confident having had my skills recognised with a national qualification.

For more information about the Certificate IV in Road Safety please contact IPWEA Road Safety Project Officer Urszula Wynd on telephone 8267 3008.

CALL FOR GRANT SUBMISSIONS

Grants are once again available to support council road safety activities. The grants are funded by the Motor Accidents Authority and administered by the IPWEA in consultation with the RTA and LGSA. The aim of the IPWEA/RTA Local Government Road Safety Project Grants Scheme is to foster road safety planning and effective road safety activity with a behavioural or educational focus, in councils across NSW.

A 'Call for Submissions' booklet, including grant application guidelines will be sent to all NSW councils in March.

Councils may submit more than one application. Joint submissions from a number of councils are welcome and may be eligible for larger grants.

To be considered, all applications must be submitted by Monday 20 May 2002. Councils will be notified of the outcome of their submission by the end of June 2002 with funded projects due for completion over the 2002/2003 financial year.

The IPWEA/RTA Local Government Road Safety Project Grants Scheme is intended to complement other funding schemes including those administered by RTA Regions and those offered as part of a range of grants funded by the MAA, for example youth research and the Child Pedestrian Safety Small Grants.

CALL FOR AWARDS

We are pleased to call for nominations for the 2002 Local Government Excellence in Road Safety Awards. The awards are presented to councils to publicly recognise outstanding achievements in the area of road safety and are for projects initiated by local government which focus on the planning, educational or behavioural aspects of road safety. Nominations are also being sought in the Road Safety Engineering category.



These awards are presented as part of the IPWEA Excellence Awards and winning entries attract publicity both for councils and road safety initiatives.

Call for Nominations documents will be mailed out soon with the awards to be presented at the IPWEA Awards Dinner to be held on the evening of Monday 11 November 2002, as part of the Institute's Annual Conference in Coffs Harbour.

The Local Government Excellence in Road Safety Awards booklet highlighting the nominations and winners of the 2001 Awards will be mailed out with the Call for Nominations papers.

ROAD SAFETY AUDITORS REGISTER

The Road Safety Auditors Register which is a web based application permitting key word and specific searches of a data base for registered auditors is being trialed.

Auditors may register in the data base in one of three levels depending on audit qualifications and experience.

LEVEL 1

Any person who has:

- successfully completed a recognised Road Safety Audit training program in the last two years; or
- successfully completed a recognised Road Safety Audit training program over two years ago and has successfully completed a refresher course in the last two years; or
- successfully completed a recognised Road Safety Audit training program over two years ago and has conducted at least two audits in the last two years.

LEVEL 2

Any person who is a qualified Level 1 auditor and has at least 5 years experience in their nominated field/s of expertise.

LEVEL 3 – LEAD AUDITOR

Any person that is a qualified Level 2 auditor who has conducted at least five formal road safety audits, at least two of which were in their nominated field of expertise.

A review process is being established for quality control purposes and results of review will be fed back into the training and refresher courses.

Registration for the first year is free, however a small fee may be charged for registrations later than December 2002.

For more information please contact IPWEA Research Officer Tracey Gigg on telephone 8267 3013.

COUNCIL ROAD SAFETY OFFICER PROGRAM



WINGECARRIBEE SHIRE COUNCIL

Seniors Road Safety Calendar

Following concern regarding the number of older people killed or injured on roads in the local area, Wingecarribee Shire Council produced and launched a road safety calendar to raise seniors awareness of important road safety issues.

Each month of the calendar focuses on a particular issue and includes a photograph featuring local places and faces to illustrate the road safety message. Issues addressed include alternate transport, pedestrian safety and car maintenance as well as motorised scooter safety and licence regulations.



Mayor of Leichhardt Ms Maire Sheehan addressing the school community

The development of the calendar was supported by a seniors committee, many of whom participated in the photographic shoots.

For more information please contact RSO Wingecarribee Council Kim Davis on telephone 4868 0708.

LEICHHARDT COUNCIL

Walk to School

Leichhardt Council piloted a project with the Forest Lodge school community aimed at improving safety around schools, raising awareness about the benefits of walking, and, increasing the number of primary school children being walked instead of driven to school.

More than 80% of students live within walking distance of the school but almost 50% were driven to school and a further 15% travelled by bus leading to serious congestion and safety problems around the school. A travel survey revealed a significant suppressed demand for walking and cycling.

The project adopted a 'whole of school' approach involving parents, staff and students and included a series of meetings, newsletters and surveys and classroom based activities to examine all aspects and options of school travel. An enforcement strategy and road safety audit were also critical to the success of the project.

Travel data collected over a four-week period demonstrated some reduction in car trips across all classes, with some classes achieving up to 15% reduction in car use.

As a result of the project Forest Lodge Public School has adopted a travel policy that encourages parents to walk their children to school, while Council and the RTA have introduced many changes 'on the ground'.

Leichhardt Council has recently expanded the project to a five-year program covering all other local schools within the Council area. For more information contact RSO Leichhardt Council Vera Zaccari on telephone 9367 9000.



Road Safety Officer Karen Thompson and Highway Patrol Sgt Darrell Hunt promote the new limit (photo courtesy of Temora Independent)

TEMORA SHIRE COUNCIL

Slow Down we are a 50 Town

Temora Council has implemented 50km/h urban speed limit with the help of a promotional campaign coordinated by Road Safety Officer Karen Thompson.

Promotional material included a banner for the main street of Temora and drink coasters featuring 'Slow Down we are a 50 Town' as well as features in the local media. Highway Patrol Police from Wagga were also on hand to promote the new limit.

Temora is the 21st council in the south west region of the state to implement the urban speed limit.





TAMWORTH CITY COUNCIL

Catch the Tania Bus

High profile country music singer Tania Kernaghan was larger than life on the bus at this year's Tamworth Country Music Festival.

In an effort to promote awareness of the dangers of drink driving and highlight alternative transport, a special bus featuring Tania supporting the slogans 'Catch My Bus' and the new RTA slogan 'Drink and Don't Drive, You Legend' was a feature of the Festival.

With 85% of last year's PCA charges being issued to Tamworth residents, local people were encouraged to take advantage of this opportunity to use the extensive public transport network available at this time, choosing either buses or taxis instead of running the risk of taking their own vehicle.

The 'Tania Bus' offered an hourly service to all major residential areas and all local residents received a copy of the timetable for the additional bus service running throughout the Festival.

People choosing to use the 'Tania Bus' during the Festival placed their tickets in a draw to win a double pass to Tania's show, meet her back stage and receive a copy of her new CD and an autographed poster. This competition and a high profile media campaign contributed to an increase of 250% in the use of the bus compared with use of the service in the previous year.

Other campaign activities included the provision of additional alcolisers in local clubs and pubs and the provision of standard drink cards. Advisory roadside breath testing was again conducted on the last day of the Festival at the major exits to the city. Large variable message signs were erected to advise

motorists of the free breath testing 500m ahead and repeat smaller roadside signage was used. This initiative was supported by the combined Lions Clubs of Tamworth and Rotary First Light Club who kindly provided supervision at both locations.

This year's Campaign was a joint venture between the Road and Traffic Authority, Tamworth City Council, Tamworth Coaches, the local media and local business in an effort to minimise the risk of drink driving during the Festival.

For more information please contact RSO Tamworth Council Marg Hombsch on telephone 6755 4546.

HOLROYD CITY COUNCIL

Holroyd Liquor Accord

The Holroyd Liquor Accord is a voluntary agreement between Council, Police, Merrylands Community Health Centre, Western Sydney Area Health Services and licensees in the Holroyd area. The agreement is aimed at reducing alcohol related harm in the community of Holroyd and covers all aspects of responsible service of alcohol and community safety issues. The associated action plan covers areas such as additional responsible service

of alcohol training for staff, first aid services, access to counselling services for patrons, patron transport and road safety programs.

The project has been coordinated by councils Road Safety Officer, with assistance from Holroyd City Council, the Department of Gaming and Racing, Holroyd Police, Community and Area Health Services and a working party of licensees representing clubs, hotels, bottle shops, restaurants and function centres in the Holroyd area.

Financial assistance to establish the Accord was provided by the RTA and Holroyd City Council. The Holroyd Liquor Accord and associated three year action plan was launched by Ken Brown, Director General, Department of Gaming and Racing, in November 2001 at Merrylands RSL Club.

A copy of the Holroyd Liquor Accord and associated action plan may be downloaded from Council's web site by following the link 'What's new on this site', and clicking on Holroyd Liquor Accord.



Left to right: Holroyd Mayor Mark Pigram, Mr Ken Brown, Director General DGR, Hon Gabrielle Harrison MP, Superintendent Beverly Blanche, Holroyd LAC, and Grant Gladman, Operation Manager Wentworthville Leagues Club.

OTHER ROAD SAFETY HAPPENINGS



FIXED DIGITAL SPEED CAMERA RESEARCH

ARRB Transport Research is currently conducting research on the effectiveness of fixed digital speed cameras on behalf of the RTA.

The RTA began commissioning fixed digital speed cameras in 1999, with 53 now installed across NSW. The cameras have been installed at sites that meet a strict set of criteria developed by the RTA in consultation with the Police and the NRMA. Criteria for camera installation include crash and injury rates as well as observed travelling speeds. Fixed digital speed cameras have also been installed at locations unsuitable for traditional enforcement, such as tunnels.

Fixed digital speed cameras are high profile. Mass media is used to announce their installation, warning signs alert motorists to their use and an information package on fixed speed cameras is on the RTA website. A broad public education campaign utilising print, radio and bus backs has also been conducted.

The evaluation now underway is designed to measure the long term effectiveness of the Fixed Digital Speed Camera Program particularly in terms of:

- incidence and severity of road crashes at speed camera locations and in locations within close proximity of these sites
- changes in driver behaviour (driver speeds) occurring at these locations and within close proximity of the cameras
- the economic value of the program to the community
- changes in community attitudes and

awareness of the program and the use of fixed digital speed cameras.

Preliminary findings indicate that there has been a marked decrease in the number of crashes per kilometre per year at the camera sites. There has also been a sustained reduction in speeds at camera sites.

Of a sample of 750 NSW residents, awareness of fixed, digital speed cameras has increased from 64% of respondents in September 2000 to 79% in September 2001. The level of community acceptance for the use of fixed digital speed cameras on 40 and 50 km/h roads has increased from 59% to 65% over the same period, but still remains below acceptance for use on other roads (71%).

Most motorists note a legitimate role for the cameras in reducing speed and crashes and improving road safety.

The evaluation will continue until April 2003.

THE INTEGRATION OF LAND USE AND TRANSPORT FROM A PEDESTRIAN AND CYCLING PERSPECTIVE

At least 60 participants took up the opportunity to attend a workshop last December conducted by Rodney Tolley, Director of the Centre for Alternative and Sustainable Transport, Staffordshire, UK.

The workshop focused on the State Government's recent draft policy package 'Integrating Land Use and Transport' (SEPP

66), described as a blueprint for reducing Sydney's addiction to cars.

While the focus was on walking and cycling as valid transport modes in their own right, their complementary role with public transport and their role in recreation and health promotion was also addressed. Departmental representatives from Health, Transport, Planning and the RTA outlined complementary strategies to SEPP 66.

The workshop explored how such policy initiatives can be realistically implemented 'on the ground', drawing from international and local experiences. The issues that affect pedestrians and cyclists in the context of SEPP 66 were highlighted and then explored through a range of activities and site visits around the new Department of Urban Affairs and Planning (DUAP) offices in Railway Square.

The workshop, jointly sponsored by Transport NSW and DUAP, was facilitated by the Pedestrian Council of Australia and concluded with a presentation on the proposed walkway extending the Devonshire Street pedestrian tunnel through to the Powerhouse Museum and eventually Darling Harbour.

For further information on these issues please contact Ian Napier on inapier@urbis.com.au

FEDERAL GOVERNMENT ROAD SAFETY BLACK SPOT PROGRAM

The Dept of Transport and Regional Services (DOTARS) have stated that the current Federal Road Safety Black Spot Program will be terminated on 30 June 2002. This means that all projects will have to be completed and payments finalised by this date. The two months grace previously given by Federal Treasury has been abolished and they have stated that there will be no carryovers for any project into the new program. All Councils have to be aware of this situation and that funding will not be available after 30 June 2002.

A new program will begin from 1 July 2002 and will be known as the National Black Spot Program. Funding will cover the four years from 2002/2003 through to 2005/2006.

DOTARS have produced Draft 'Notes on Administration' for the new program which indicate that there will be some changes to the program. The major changes are:

- there will be a relaxation of casualty crash selection criteria with a new minimum of three casualty crashes in the

most recent five years of crash data

- there will be an increase in the maximum project size from \$500,000 to \$750,000, however, all projects will still need to meet crash and BCR eligibility criteria.

All Councils will be notified by mail in the near future of the program's details, but are invited to submit nominations to the new program for consideration by the NSW Black Spot Consultative Panel.

Nominations should be sent to NSW Black Spot Consultative Panel, PO Box K198, HAYMARKET NSW 2010

DRIVER FATIGUE PROBLEM DEFINITION AND COUNTERMEASURE SUMMARY

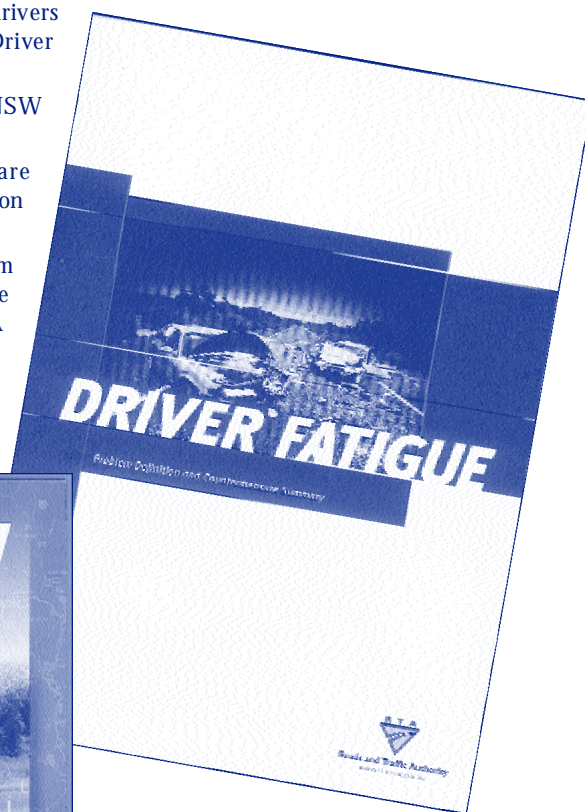
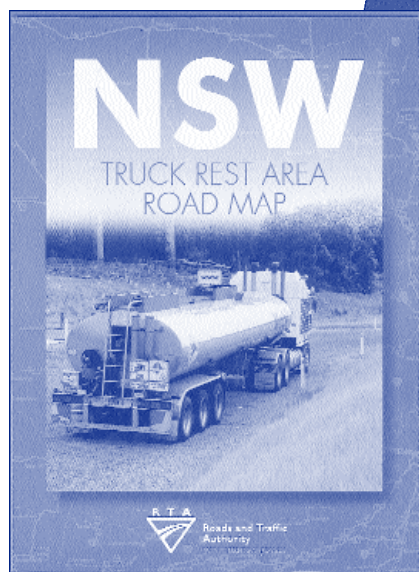
The RTA recently published the Driver Fatigue Problem Definition and Countermeasure Summary which is divided into two main sections. The first is an analysis of fatal accidents and fatalities in NSW involving driver fatigue over the 5 year period from 1996-2000. The second part describes current countermeasures aimed at changing road user behaviour. These countermeasures include educating drivers about the signs of fatigue and the necessity of stopping when fatigued, engineering the road environment to make it more forgiving in the

event of a crash and providing drivers with stopping opportunities at Driver Reviver sites and rest areas.

Also recently published is the NSW Truck Rest Area Road Map.

Copies of both documents are available from the RTA distributor on telephone 1800 060 607.

The Driver Fatigue Problem Definition and Countermeasure Summary is available on the RTA website www.rta.nsw.gov.au under safety/road safety information/driver fatigue.



RABBITOHS AND THE MAA JOIN FORCES FOR YOUTH ROAD SAFETY

The MAA recently announced their exciting new \$1.5M partnership with South Sydney Leagues Club under the banner of Arrive Alive.

The partnership includes the opportunity for personal appearances of Rabbitohs who have all been trained to send road safety messages, and recently attended a crash lab demonstration as part of their road safety and presentation skills training.

The team or team members may now be available to attend youth road safety related events in your Council area. Examples include launches, road safety forums, rugby league or other sporting events with a road safety focus.

Appearance by Rabbitohs is best suited to road safety events targeting young people aged 17-25 years. Most players are under 25 and will be speaking to young people as their peers – with the added profile of being a professional sportsman.

It's free – the MAA will cover all travel expenses for the players and reserves the right to approve all signage displays, events programs and any materials for distribution to the media.

If you are interested you need to complete a player request form. For further information please contact Julie-Anne Scott, Senior Advisor Communications at the MAA on 8268 1408 or email jscott@maa.nsw.gov.au

PERSONNEL COMINGS AND GOINGS

Ann-Marie Price is the Road Safety Officer at Newcastle Council while Sue Alley is on secondment. Ann-Marie was previously the Road Safety Officer at Maitland Council. Helen Smyth has taken up the part time position at Maitland in addition to her responsibilities at Port Stephens. Jeremy Wood is the Road Safety Officer at Baulkham Hills Council while Angela Vernicos is on leave and Malcolm Horsfall is at Bankstown Council.

Jody Evans is the new Road Safety Officer at Coffs Harbour Council and Karen Thompson from Temora, Bland and Cootamundra Councils has taken up the Road Safety Officer position in the Hastings.

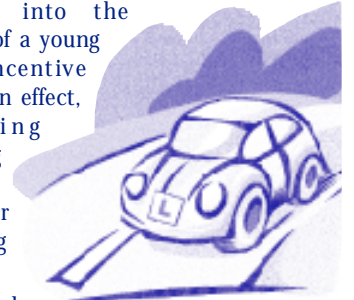
Renae Elrington has been appointed RTA Sydney Region Road Safety Services Manager. Gillian Kinsela is A/Manager Road User Safety and Jenny Short is the new Road User Safety Officer in RTA Western Region.

Welcome to those who have been newly appointed and farewell from me, Julie Edwards. I will be taking up a position in road safety with the MAA in early April. I would like to take this opportunity to thank you for your support of the IPWEA/RTA Project, the Local Government Road Safety Program and this newsletter. I look forward to remaining in touch through the MAA's interests in road safety.



AN INCENTIVE SCHEME FOR YOUNG DRIVERS - IS IT AN OPTION?

Last year Youthsafe, an organisation dedicated to preventing serious injuries in young people, conducted research into the concept of a young driver incentive scheme. In effect, rewarding young drivers for safer driving practices.



The study consisted of group discussions and interviews with young people and professionals who work in the fields of road safety and health promotion.

A range of incentive schemes were considered including a 'Reward Points Scheme', a 'Cash for No Accidents Scheme', the 'No P Plate for Road Safety Training Scheme', a 'Promotional Show Bag Scheme' and 'Free Licence Scheme'.

The results of this research are now available. For a detailed report contact Cecilie Dell, Youthsafe Advocacy and Promotions Coordinator, on telephone 9808 9202.

CONFERENCE CALENDAR

CIVENEX

15-16 May 2002, Homebush Bay, Sydney. CivEnEx is a public works and trade fair presented by the IPWEA. For further information contact Frank Sticka on telephone 9267 5231.

MAA PEDESTRIAN SEMINAR

Friday 24 May 2002 in Sydney. The MAA Pedestrian Seminar will have Ms Jeanne Breen, Executive Director of the European Transport Safety Council, as keynote speaker. A registration brochure containing program details and other information will be available in March 2002. For further information or to register your interest please contact: Tulips Meetings Management on 4984 2554 or by email: jane@pco.com.au

ACRS/QUEENSLAND TRAVELSAFE COMMITTEE CONFERENCE -

Developing Safer Drivers and Riders

21-23 July 2002, Brisbane. For further information contact ACRS on telephone 6290 2509 or email eo@acrs.org.au

LOCAL GOVERNMENT ROAD SAFETY CONFERENCE -

Building On Success - Making New Gains

6-9 August 2002, Newcastle City Hall, Newcastle. For further information please contact Jane Yeaman, Tulips Meetings Management, on telephone 4984 2554 or email lgpsc@pco.com.au

ROAD SAFETY RESEARCH, POLICING & EDUCATION CONFERENCE

3-5 November 2002, Adelaide Convention Centre, Adelaide. For more information see www.plevin.com.au

IPWEA (NSW) ANNUAL CONFERENCE -

Winning the Game

10-14 November 2002, Coffs Harbour. For further information please contact Janice Parker, Conference Manager, telephone 9943 6564.

CONTRIBUTIONS FEEDBACK

If you would like to contribute to this newsletter, or for further information contact:

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DEADLINE FOR COPY FOR THE JUNE EDITION IS 10 MAY 2002.

This newsletter is produced on behalf of the stakeholders of the Local Government Road Safety Program by the IPWEA, as part of the IPWEA/RTA Local Government Road Safety Project, funded by the RTA.

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