

DESIGN BRIEF

ROAD TRAUMA MEMORIAL PROJECT

**RMIT Design and Research Institute
Charette August 13-15, 2010**

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Uniting Church in Australia
SYNOD OF VICTORIA AND TASMANIA

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'Public remembrance is not for the benefit of victims to remember what happened to them. Victims remember well what happened to them. Public reflection is the act of recognition. It states to the victims and their families that their humanity is valued, that their loss is our loss and that their suffering is shared, if only through recognising the tragedy and error of its occurrence.'

(Holocaust Memorial Day Booklet 2007)

Introduction

It is highly likely that all Victorians have been either directly affected by death or serious injury on the roads, or indirectly affected by knowing about the road trauma of a friend or acquaintance. As citizens of Victoria, the thousands of people killed and injured on Victorian roads over the past century have been contributors in so many ways, and the loss to the fabric of the state community has been profound.

Since official records of Australian road fatalities commenced in 1925, through to 2000, there have been 169,000 people killed as a result of crashes and incidents on the road-system (Australian Year Book 2005). This figure, remarkably, is nearly double that of the Australian military service deaths between 1914 and the present time. It is part of a global trend in which road deaths are one of the top ten leading causes of death by broad income group (2004) [<http://www.who.int/mediacentre/factsheets/fs310/en/index.html>]

In Victoria since 1951 when official records commenced, to 2009, 37,435 people have died on Victorian roads [<http://www.tacsafety.com.au/upload/rss-april-10.pdf>]

Approximately 50% of all deaths are in rural/regional Victoria.

Numbers of seriously injured people are more difficult to quantify, with experts in the field variously citing numbers ranging in multiples from 6 to 20 of fatalities. Even at the minimum end of this spectrum, that represents an enormous number of people who are living with the after-effects and associated losses attributable to road trauma.

Road Trauma Support Services Victoria (RTSSV), in partnership with the Uniting Church in Australia Synod of Victoria and Tasmania (UCAVT), support the need for people to have a range of appropriate expressions of grief, and believe there is a need for the memorialising of people killed and injured on Victorian roads, both in the past and in the future.

Purpose of Project

Given the shocking loss of life and rate of injury/disability, the community needs a range of expressions for the loss and grief experienced. In addition to formal rituals/funerals held, the placement of roadside memorials in Australia has proliferated, particularly over the past decade or two. This is consistent with a similar trend internationally and has been a source of comfort and expression of grief for many people seeking to perpetuate the memory of a loved one(s). An interdisciplinary movement has developed in relation to roadside memorials, and the inaugural international conference was held in Australia in 2004 with the second held in Ireland in 2010.

The construction of roadside memorials has not been without controversy, and both local and state planning authorities have wrestled with the most appropriate course of action. In 2006 Road Trauma Support Services Victoria held a Forum about roadside memorials for its volunteers, and whilst there was affirmation for the construction of safe roadside memorials as an expression of grief, there was also affirmation for the development of a permanent memorial in Victoria which acknowledges the shocking loss of life: relationships and families damaged and potential contributions lost to the fabric of Victorian society.

Whilst there are some constructed memorial sites for particular incidents or groups (35 deaths and 40 injured in 1989 bus crash Kempsey NSW, and a site in 1994 at Tarcutta, NSW to nationally commemorate truck drivers), there is no known public memorial within Australia for road crash victims, officially sanctioned by a state or territory jurisdiction.

Since 2001 Road Trauma Support Services has organised an annual Time of Remembrance ceremony, held in Parliament House, which has been attended by up to 150 people: those directly affected by road trauma, in addition to policy makers and government leaders. This is held on the third Sunday of November, designated by the United Nations as World Remembrance Day for Road Crash Victims. Similar events are organised on that date in different parts of the world.

Following a meeting in 2007 with Hon Tim Holding, Minister for Transport Accident Commission (TAC), discussions were held with TAC staff and other interested parties to further this vision of a permanent memorial. The TAC has provided initial funding support for the project, and the Uniting Church is providing the necessary infrastructure for the employment of the Project Manager. A Steering Committee has been established, its members being:

Mrs Jeanette Suhr OAM
Ms Samantha Cockfield
Prof Sue Anne Ware

Ms Jane Woollard
Rev Andy Calder

Founder and Ambassador RTSSV
Road Safety Manager TAC
School of Architecture and Design,
RMIT
Playwright and Artistic Director
Project Manager

Context of road trauma and grief in Australia

This project asserts that the numbers of deaths and injuries to road crashes constitutes a 'disaster', and regardless of causes and motivations, all people who have died or been seriously injured need to be remembered in a public memorial.

Given Australia's predominant Anglo-Celtic heritage over the past two centuries, mourning and rituals of grief have been associated with funerals and burial or cremation ceremonies conducted by religious institutions such as the church. Post Second World War that increasingly changed with the population becoming more culturally diverse and secular, with a search for a range of rituals and expressions.

The modern construction of roadside memorials (albeit an ancient custom of marking pathways where death occurred), and public construction of memorials is an expression of a bigger phenomenon. Public mourning is not new, and has usually been associated with disasters that claim many lives, or the death of a larger-than-life personality – witness the outpouring of grief at the death of Princess Diana in 1998 (flowers at a range of sites, shrines, public and private installations as well as the funeral ceremony in Westminster Abbey).

This phenomenon was an example of a groundswell of dispensing with/disregarding institutional forms in the crisis moments in life. More than ever, people are beginning to take religion and meaning-making out of the hands of the government or established churches, those institutions whose influence or regulations have had such an influence, both overt and covert, on our western culture (Clark & Franzmann).

This raises the issue of memorials representing a new way of mourning for loved ones killed tragically. There appears to be a need for families and friends to remember the dead in a range of forms, both spontaneously and permanently, whereby people can grieve and remember at different times, both now and in the future. One size does not fit all needs. Public memorials in Australia have traditionally been provided for rare major disasters or war casualties (eg Great Ocean Road, Stolen Children, Forgotten Australians).

Although road trauma has had the numbers, it has lacked purpose and clarity in relation to public memorialisation. Why might this be? Clark & Franzmann observe: 'Victorian Minister for Transport in 1948, Clive Stoneham said: 'Road deaths were caused not in a spirit of sacrifice but in many cases in a spirit of wanton irresponsibility and unthinking carelessness'. While road trauma remains outside the definition of 'disaster', road death would be lost to memory. Partly the problem stemmed from the nature of road trauma itself, which was an accumulation of small crashes. The yearly total may be large, but any given crash was usually small, random and commonplace, affecting few individuals at anyone time'.

Margaret Mitchell sees this familiarity as a major and influential factor, arguing: 'our lives are so bound up with the motor vehicle that any resultant harm is dealt with in a way which is quite different from how we deal with other potentially destructive elements. This view applies to memorialisation'.

Memorial Project consultations

The principal means of seeking feedback from the community were by (i) forums held with organisations supporting people bereaved and injured by road trauma, and (ii) online responses from individuals who learned of the project via one of the many organisations concerned about road trauma.

The range of organisations and persons consulted were as follows:

- Road Trauma Support Services members, volunteers and staff
- Australian Centre for Grief and Bereavement – Regional Bereavement Support Services in Shepparton and Geelong
- Brain Injury Matters (BIM)
- The Compassionate Friends
- Victorian Council of Churches and Faith Communities Council
- Uniting Church Synod
- Senior students, Healesville Secondary College
- Culpable driver, Tarrangower Prison, Maldon.

Electronic Consults and website listings included

- TAC's newsletter 'Your Voice' 20,000 distribution
- Australian Centre for Grief and Bereavement
- Australian College for Road Safety
- Journey Beyond Road Trauma website
- RTSSV website
- Victorian Council of Churches and Faith Communities Council
- Bicycle Victoria website
- Municipal Association of Victoria
- InfoXChange
- Uniting Church networks

Other conversations and feedback included:

- Senior Victoria Police Chaplain – Emergency Services Chaplaincy Group
- Whittlesea and Casey Police personnel
- Richard Barley and Annette Zealey – CEO Aust and NZ Botanical Gardens
- Garry Henshall – CEO Parks and Recreation Association Australia
- ACCESS Ministries (state chaplaincy services)
- Victorian Emergency Services Chaplaincy Group

In all of the above, the material used to stimulate conversation and responses was the power-point presentation posted on the website of Road Trauma Support Services [www.rtssv.org.au] Some initial suggestions to stimulate people's thinking were that the memorial include:

- A sense of place/ambience that allows for grieving and remembrance
- The use of universal symbols
- That it be representative of multi-cultural Victoria
- That both metropolitan and rural/regional are represented
- That it be accessible for people with disabilities

The purpose of the website material was to provide a background to the project, offer some issues and concerns to stimulate people's imagination, and pose some questions to elicit whether there is a need for such a memorial, and if so, what things are important to be considered. The four questions asked were:

- 1. Is there a need for such a memorial?**
- 2. What would attract you to visit a memorial?**
- 3. If you visited, what would be the important elements to be included in such a memorial?**
- 4. Are there any reasons you would be hesitant to visit such a site?**

Key themes from the consultations

- There was very clear affirmation for a public installation in central Melbourne, as the capital city, which acts as the focal point of remembrance for all Victorians. There is a parallel need for rural/regional Victoria to also develop a system of memorials, although the clearest way forward is still to be determined. Tree-planting was seen as an important complementary activity to represent a 'living component'
- A parkland setting was seen as the ideal location for such a memorial. Something that is quiet, peaceful and serene. Given the diversity of causes of crashes and resultant emotions, any installation needs to convey a non-judgemental and blame-free 'tone'
- Principal purpose is to recognise loss and grief within the community, rather than road safety messages, although this may be a side-benefit
- Whilst the primary focus of the memorial is for those who have died, there is also the need to remember those who have been seriously injured
- Current usage of the internet for memorials is significant and is expected to be an increasingly dominant mode in the future. Permanent installations need to be integrated with and/or incorporate an internet component.

Consultation Feedback

The following cross section of feedback and discussions from the four questions is comprised of verbatim comments, and summaries of particular discussions from forums and on-line communications; full details from each forum, and on-line feedback will be available to the charette design teams over the weekend, or available prior by request to andy.calder@victas.uca.org.au

1. Is there a need?

Overwhelmingly the response was in the affirmative.

1. There is a need for such a memorial – something *“that recognises they were with us and were here”*.
2. Agreement about the need for a Memorial and some surprise this has not been done before now, given the shocking statistics.
3. A city venue was supported as *“99% of Victorians go in to the city at some point in time”*. Something that is non-denominational. A covered ‘chapel/gazebo’ effect that is also of sufficient dimensions for outdoor events – e.g. annual Memorial Service. Botanical Gardens suggested.
4. The fact that something has been created is most important – it also points to vicarious/universal grief for other situations of sadness and grief.
5. Re the memorial the driver thinks it is a good idea but too hard for the driver to go given the shame that is felt. But might be different if the driver had been able to have some forgiveness, but appreciates it has to be their choice (culpable driver).
6. Appreciation that their loved one is not forgotten by the wider community.
7. *“We spoke about the idea of there being a symbol or place that was held in memory of all who have been affected by road accidents....she said that she would find such a place helpful. Three years down the track and still having surgery and her relationship of ten years ended.”*
8. *“We personally didn't create a roadside memorial but I can understand that these would be important to many people. For me, it would have been 4 hours from home and a worry of what condition it might be in, subject to vandalism etc. I really like the idea of a permanent memorial. If it were in a prominent location with high human traffic, it may also serve as a reminder to non-victims to always be careful on the roads”*.

9. Some discussion about planting of trees and this favoured in certain situations – not so good for urban deaths if on Sydney Rd for example. Lead to affirmation of a range of responses to be available in addition to the Memorial site.
10. Interesting conversation in relation to newsletters and surveys through Hume Bereavement Services: When asked if people want to remain on list, when not having previously responded or attended, they almost always replied in the affirmative. Great power in knowing the network and service exists, even if not personally using it. Similar idea with the memorial – if something exists, it acknowledges and respects the trauma and loss, and that is very powerful in itself.
11. *“Once something is in place a sense of meaning will build around it as people are using it”.*
12. Mention of Botanical Gardens network throughout Victoria. Local indigenous plants in that region.
13. *“to show affected family members that the loss of their family member or friend is recognised and this is solid reminder for society to keep a focus on the plight for road safety”.*

Comments uncertain or unresolved were as follows:

14. Local community response most important in determining shape structure of something – not nearly likely, if at all, head to the city to visit a site.
15. One couple goes on birthdays and anniversaries to their daughter’s plot in the local Cemetery. Not sure that they would use a public facility, but may do and supportive of the need.
16. Another person has never and does not want to go the site of her son’s death. Has her son’s ashes with her three years on and might consider visiting a public memorial.
17. *“Memorials are not commonly put in the public space for people who have actively increased their own risk of death through illegal or antisocial behaviours - many road fatalities result because the dead person was behaving inappropriately. Many of these people have also killed others. I am not convinced that it would be an easy matter to distinguish between “innocent victims of road crashes” and those whose behaviour caused fatalities... which would mean that a public space memorial would in part be a memorial to people who had an active role in causing death”.*

18. *“Permanent sites are usually located where there is a high population or tourist base (e.g. In urban settings) to visit them and are usually not accessible to rural people or those who have limited capacity to visit such sites – so I do not support a one site memorial”.*

2. What would attract you to visit a Memorial?

1. *“A sense of loss and reverence for life, even if not directly affected. As some educational purpose for people to learn from it.”*
2. *“Symbol of warmth/sun/glow important so that we leave with feelings of: Warmth/being comforted/somehow connected with other’s in similar situations/not being alone with our grief/that our child has been remembered/peace within”.*
3. *Comment about importance of something that is living – “xx spoke of experience of receiving a small tree as a symbol of the person who died, and needs to be tree and plaque to remember that person”.*
4. *“Memorial – needs to be personal to you/relevant as it’s a place everyone goes to. On the other side of that it’s a place for future generations to go to also”.*
5. *“Welcoming – accessible/not hard to find/clean and tidy”.*
6. *“A garden where you could plant your own plants, roses, poppies, indigenous would be good – a special place for memorials”.*
7. *“Many men don’t have an outlet for their grief – need to encourage them - would be good to have a rotunda or similar where they could meet others”.*
8. *“Somewhere that is quiet, peaceful and serene with water would be good – not background noise like trams! Also warm and dry if possible.”*
9. *“Would also be a place where you can go and be with others, but also need to be spaces to be alone and quiet.”*
10. *“Also important that the site is made available and welcoming of groups such as CFA and SES to use for any corporate gatherings”.*
11. *Discussion about placements of plaques at memorial site. Range of views as to possibility given how best to do this. Suggestions included typing in name whilst there, and also placing of pebbles in water or pathway with names on them.*

12. *“Over time the impact of memorials can diminish as other causes take their place, etc. However, memorials in settings where people regularly access a vehicle related service, e.g. Petrol station, TAC, car insurance sellers, RACV, drivers testing services / handbooks / internet, number plates, garage repairs, etc. are highly visible where a memorial can have the value added effect of also being educative and supportive”.*
13. *“I would like to propose that names be put on this wall of our loved ones. Each name represents a special loved one we have lost which impacts not only the family but has a ripple effect onto friends and families who were part of their lives”.*
14. *“Our son died as a passenger in a car accident. I could never go to the spot where my son died and this memorial that is going to be made would be some where I could go and pay respect to my son and also others who have died on our roads. I cannot type any more as this is upsetting me to tears. I just wanted to put what I think would be an honourable thing to do”.*
15. *“They did support the notion of a state-wide (national?) approach to a day of memory for road fatalities”.*
16. *“The Pavers are a wonderful idea. We don't have anything at the cemetery so it is nice to have somewhere for friends and relatives to visit. They were organised by the Wheelchair Sports Association and then the pavers were laid by the Holdfast Bay Council. The pathway is at Glenelg in Wigley reserve and the cost was \$70.00 for one, \$130.00 for 2 and \$180.00 for 3. You can also get corporate logos and additional pavers but the price varies”.*

3. If you visited, what do you think would be the important elements to be included in such a memorial?

1. *“After his death there was such a haze and feeling of emptiness. Maybe the memorial could have information on-site about where to get support. Some people have trouble though with computer type information – and some people don't get information that way”.*
2. *“acknowledge the loss suffered by those left behind - family, friends, community, witnesses, emergency services with a focus on the "gaps" left among family, friends, community. The inclusion of a 'living' component for the memorial would also be nice - a tree planting perhaps”.*
3. Use of natural stone (to express grief). Needs to be practical and personal space within the site. Protected from the elements. Quiet and meditative. Location to be in an area where others go to or can easily walk past – public gardens suggested. Suggestion of a labyrinth.

4. Very important at the site to personalise each story/person within the bigger representation of grief and loss. That there is a name/picture, and not seen as only a number or statistic. 'Knowing their story' is so important – personalising within the communal. Mention made of the recent Time of Remembrance with photos of loved ones being so powerful. How best to do this given limited space – need for a creative digital response.
5. *"Have the names & age of those killed listed in year groups which can be annually updated possibly with some ceremony coinciding with an annual recognition day"*.
6. A link to a website was seen as very important, where their loved one was remembered. Not to engrave web address into stone at the site though as websites can change over time. Suggestion of a noticeboard instead, which can be updated.
7. *"Re universal symbols, need to reflect our multicultural society"*.
8. *"Could be little havens in gardens/outside chairs/with trees shrubs"*
9. *"Look immediately for nice flowering shrubs/trees to be comforted by – hardy, not much water – long lasting seats – not deciduous that go like sticks in winter"*.
10. *"If seedlings were in pots not need local council to assist with maintenance – a mix of both permanent and to have as memento?"*
11. Not to be something that is abstract and too modern (*"so it does not detract from grief"*). *"Not to be arty-farty" or "weird" – meaning? ("RMIT building which stands out too much. Best that it is understated and not too modern and likely to date over time"*.
12. Some discussion about Australiana icons and distinctiveness of symbols – how to incorporate given multi-cultural Victoria?
13. *"A garden where you could plant your own plants, roses, poppies, indigenous would be good – a special place for memorials"*.
14. *"A book that could be turned each day with the names of those who died on that day. Needs to be a place with colour, vibrancy, good shape and form. Some sense of celebration as well as grief. People need to come away 'feeling good'".* Roses suggested – aroma and sensory experiences also very important. Range of indigenous plants also suggested. Need for birds, water and a calming reflective environment.
15. *"Touch-screens so that you could read a personal account and connect with the person concerned"*.

4. Are there any reasons you would be hesitant to visit such a site?

1. *"I would not want to be in view of others looking at me and my grief". "Needs to be set-back and secluded, have peace and quiet and solitude". Someone mentioned the Mingary Centre at St Michaels in the city as a good example of what could be achieved.*
2. Mention made of culpable drivers (the term 'killers' was used) Very hard knowing they might be present.
3. Important to be protected from vandals, and issue of people leaving personal memorabilia to be discouraged).
4. *"Need to be vandal proof – even Weary Dunlop was damaged."*
5. *"How will it be maintained? Financial implications?"*
6. *"Security – Botanical Gardens – open in a way that's not all closed in if you are sitting there for a while".*
7. *"Concern about vandals and drugs – people don't give a second thought about vandalism."*
8. *"Might be reluctant to go alone if I had lost family members – more likely to go if it was part of public gathering at the site".*
9. *"Would not visit if too religiously –based".*
10. *"Vicarious trauma – it is important that such a project is mindful of the impact that such a memorial may have on those still impacted by grief, trauma and loss. Is it possible to have a series of interventions to mediate this impact, e.g. An online memorial similar to what the community began themselves are floods and fires, etc. It is useful to look at how Facebook is now used to keep loved ones in touch when rural people have to leave their communities to go to the city for extensive treatments and Facebook is used to keep in touch, keep loved ones updated and to keep inspiring the patient".*

Discussion of Design Task

In consideration of this feedback and based on its own discussions, the Project's Steering Committee requests the two Design teams to **develop concepts for three components**, namely:

1. A permanent public memorial located in central Melbourne, with associated concepts/recommendations of how to also respond to rural/regional Victoria;
2. A virtual memorial response; and
3. A private memorialising which recognises an individual's loss with a personal remembrance (e.g. jewellery/keepsake).

Whilst these are seen as discrete entities or concepts, an integration is possible, even encouraged. Certainly items 1 and 2 need to have some linkage.

The following thoughts and information are offered to assist the charette teams, without seeking to suggest or influence final concepts developed during the weekend.

1. Permanent public memorial

Most responses and conversation focused on the permanent installation, with very strong support for this to be in a central Melbourne location, and the need for excellent access to public transport, given the people visiting may have significant disabilities as a result of their experience. Existing or new parklands were discussed for such an installation. In the course of the consultations a compelling account of the first recorded road fatality, near the Exhibition Gardens and involving the chocolate magnate, Mac Robertson, was revealed:

One Thursday night in 1905, McPherson Robertson was driving into the city along Nicholson Street from his factory in Fitzroy. Passing the Exhibition Building he was crossing Gertrude Street at a speed of about seven or eight miles an hour when a man:

suddenly appeared just in front of the right-hand corner of the car. I just saw him for an instant, then the mudguard caught him, and he was thrown down. I wrenched the steering handle round, and pulled the car up in the gutter about 20 yards along the street.

The *Argus* reported, 'The car, which is a hooded one, weighs about 1000 lbs., and its mudguard was bent back with the violence of the collision.' The *Age* headline was 'Killed by a Motor Car': it was the first time a car had killed someone in Melbourne.

Constable Albert Gumley, who had been sent to casualty at the Royal Melbourne hospital in response to a telephone call, told the inquest he found the man, Thomas Hall:

On a stretcher...quite dead. The only property found was a knife, pipe, and red handkerchief, and book belonging IronFounder's union with the name of Hall on it.
(Otto, 2009)

This gives rise to the question of whether an historical account might also be included in the memorial, and if so how? Perhaps too the permanent memorial might be located at a park in proximity to this event?

Discussions also focused clearly on the needs of people in rural/regional areas and the need for localised responses. No clear solutions emerged, however suggestions included:

In conjunction with local authorities, community groups might consider investigating possible use of existing gardens to develop a local response. There is also a well developed system of public Gardens in Victoria, and whilst hesitant to suggest these would host memorial sites, the CEO of Australian and New Zealand Botanical Gardens offered an advisory capacity should that be required. The CEO of the Australian Parks and Recreation Association suggested local governments be provided with a uni-design (eg floral clock) which could be installed at a local level. Suggestion offered by the author is use of Victorian state floral symbol, the common heath, with potential for any future national memorials using floral symbols similarly.

Tree-planting events/opportunities were seen as important. It was suggested by some people in forums that the planting of a tree(s) and observing growth can be very helpful and healing in supporting the grief process. Some people suggested tree plantings at the site of death or injury would be helpful, whilst others cast doubts on this given local restrictions relating to controlled burning and potential road-widening.

At a meeting with Prof Rob Adams, Director, Design and Urban Environment Melbourne City Council, the encouragement of tree plantings was also raised with a referral to Living Trees [www.livingtrees.org.au] This organisation supports land restoration through bio-diverse planting of trees and vegetation by developing collaborative partnerships with public and private interests. Conversations were held with Living Trees' CEO; the organisation is now in abeyance.

An international example of a memorial using a large plantation of trees is RoadPeace Wood at the National Memorial Arboretum in Staffordshire, UK [www.roadpeace.org]

Another suggestion re the use of tree plantings came from a respondent:

Maybe TAC could link in with local councils with their council tree-planting program. Something like, for every person TAC pays out in some way, a family or individual could have the opportunity to plant a tree in their local area. They are only tube trees so we're not talking heaps of money. With no name or anything, but they could be part of the planting process in the council. I think every council has one and it's done by local volunteers with trees that are local to the area and grown by the council. Having one nominated day a year where everyone comes together to plant their tree.

2. Virtual Memorial response

A number of respondents spoke of the potential for a virtual response. Others were unsure on account of unfamiliarity and lack of access to the internet. Indeed for many people affected in recent years by road trauma use of Facebook and chat-rooms and other electronic communications have been significant.

In the UK, the road safety advocacy organisation RoadPeace, [www.roadpeace.org] has created a portal on its website, **Remembering**, which recognises the significance of people's loss and links people to their internet memorial, as well as policy and information about roadside memorials, the RoadPeace Wood and the World Remembrance Day for Road Crash Victims.

In Australia the national Journey Beyond Road Trauma (JBRT) website was recently launched [www.journeybeyondroadtrauma.org/memory_spaces]. With financial support from the South Australian Film Corporation and recently featured on the ABC's 'Australian Story' program, this site seeks to support affected people in a range of ways: including road safety campaigns, support groups, links to recognised counselling services and a section devoted to tribute pins (site of road incident in Australia), and memory spaces to create memorials for loved ones.

As part of their memory space JBRT is developing a process in which people would design memorial tributes and in conjunction with a stationery provider/publisher, people could develop hard back copies for distribution to family and friends. *'Using a series of scrapbook-style templates, members will be able to create a scrapbook of "member generated content" by uploading their own photographs, drawings, poetry, eulogies and so on. The scrapbook can be used in many different formats: people who have been seriously injured could use it to make a rehabilitation diary... or even a cookbook, posting recipes that work for them under their changed circumstances. The*

scrapbook can also be used as an online memorial, creating a visual shrine to the memory of somebody you have lost’.

Members can invite friends and family to view the scrapbook and add to it if they wish. When they are ready, people will be able to order a hard copy of their book, which will be sent to their door from an on-demand affiliate printer’.

[<http://journeybeyondroadtrauma.org/static/donate>]

Another memorial site, identified by Healesville Secondary students, although not exclusively for road trauma victims, was [www.mydeathspace.com]

3. A private memorialising

In the course of the Steering Group’s discussions the idea of a personal keepsake also became more prominent. A piece of jewellery has been suggested which affected people may wish to purchase or receive, as a personal remembrance of a loved one.

At the 2004 Roadside Memorials conference I met an artist, Rilka Oakley, based in NSW, who had produced some superb individualised examples of tributes and memorials. It has been difficult to track her down but I hope to shortly provide more information about her work.

The Project’s Steering Committee was informed that TAC does consider, on a case-by-case basis, applications from families to remember and honour their loved ones.

Practical considerations & functional requirements

- At this point in time, no site for the permanent installation has been identified. Preliminary discussions have been held with both the Acting CEO of Melbourne City Council, and the Lord Mayor, Cr Robert Doyle, informing them of the project, and of the feedback received confirming the need for a central Melbourne installation. No commitment has been made by Melbourne City Council, however the Lord Mayor indicated he would like to be kept abreast of charette outcomes
- Discussions as a Steering Committee have suggested that costings for a permanent installation in Melbourne may be up to \$.5 million, depending on available land, clearance, project design fees, material and labour
- There is no funding allocated nor committed by any funding body for the design, construction and ongoing minimal maintenance of one or all of these three concepts. Construction would need to be mindful of costs, water usage, sustainability and suitable space
- Consideration to be given to how best to 'roll the concept out' across the state'. Is there one response or a number of suggestions?
- Initially the project was conceived as being of three years duration; from consultations through to installation and launch
- It is hoped the processes leading to a planning authority, or a partnership of authorities taking responsibility for this project can be arranged during 2010/11. The Uniting Church is facilitating the consultation process, with design, construction and maintenance then being taken up by other appropriate organisations.

Profile of Road Trauma Support Services Victoria (RTSSV)

Road Trauma Support Services Inc (RTSSV) was founded in 1994 when a group of people whose lives had been directly impacted by road trauma joined with professionals working in the area to provide a specialist support service. It is a state-wide counselling, education and support service and is the only organisation of its kind in Victoria. RTSSV is a not-for-profit organisation, funded primarily by the Transport Accident Commission (TAC).

The organisation provides services across Victoria including:

- Professional face-to-face and telephone counselling
- Support options
- Educational programmes

Counselling

Each year, RTSSV conducts more than one thousand face-to-face and telephone counselling sessions. RTSSV counselling is provided by trained professionals.

Its services are provided free of charge to bereaved family members, friends and colleagues, injured people and their carers, drivers, passengers, witnesses and people first on scene.

Education

RTSSV delivers a range of educational services including programmes to assist young offenders and others focussed on corporate and community groups.

Its programmes include:

- Road Trauma Awareness Seminars in conjunction with the Magistrates' Court of Victoria for minor and repeat offenders as part of sentencing options (RTAS)
- Youth Traffic Offenders Programme to educate young offenders on the dangers and long term consequences of careless driving (YTOP)

In addition to an Executive Officer, personnel include 3 counsellors and a counselling Manager, an Education Manager and 15 sessional educators, an accountant, office administrator, and project coordinator. Around 50 volunteers are used in speaker roles for education programs, media, peer support and organisational support.

Profile of Uniting Church in Australia Synod of Victoria and Tasmania (UCAVT)

The Uniting Church in Australia Synod of Victoria and Tasmania (UCAVT) is part of the Uniting Church in Australia, and is the third largest church in Australia, with approximately 2,500 congregations nation-wide. It provides a wide array of services to the community, including its agencies under the banner of *UnitingCare*, its schools, and chaplaincy services amongst many marginalised communities. It also has a strong commitment to ecumenical and multi-faith dialogue.

Through its commitment to issues of social concern and disadvantage, the Uniting Church has had a long association with Road Trauma Support Services Victoria. Road Trauma Support Team, as it was then known, initially rented space from the Oxley Road, Auburn congregation until 2005. Since 2001 RTSSV and the UCAVT have collaborated in planning and conducting the annual Time of Remembrance ceremony for people affected by road trauma. TAC has supported UCAVT to undertake consultations and develop this project.

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