CASR shares knowledge with road safety community

During 2011 CASR ran a knowledge transfer program on road safety. The program, supported by the Department of Planning, Transport and Infrastructure and the Motor Accident Commission, is designed to pass on information on emerging issues and strategies being adopted in road safety. The target audience include policy makers and practitioners working in the areas of local government, road design, traffic management, enforcement, regulation, education and health. Five sessions were held during 2011 with a further six scheduled for 2012 including a regional session. Topics covered to date included:

- Road Safety - Past Present and Future
- Priority issues for safer urban roads
- High Risk Road Users
- Priority issues for safer rural roads
- Speed and Speed Management

For more information please contact Jeremy Woolley, jeremy@casr.adelaide.edu.au

Road safety Q&A with local government

In November Jeremy Woolley visited the Western Australian Local Government Association (WALGA) to provide a question and answer session on road safety and safe systems research.

Approximately 20 local government representatives from all areas of Western Australia attended the session as part of a planning week for the WALGA infrastructure Unit and RoadWise Program. Discussions ranged from speed and traffic management to safe systems treatments that could be adopted in remote areas. It was concluded that research be published that informed practitioners on ways to retrofit safe systems treatments into the existing road network.

This is a current research stream that CASR is pursuing.

Research highlights from 2011

The role of medical conditions in crashes

This research sought to identify the extent to which a medical condition contributed to crash causation.

The study involved examining information about 1,490 drivers, riders, pedestrians and cyclists who were hospitalised as a result of a crash. Results indicated that a medical condition contributed to 11–12% of crash events, with more than 18% of drivers found to have a medical condition that directly contributed to the crash. The most common conditions identified were loss of consciousness (25%), functional impairment relating to mental illness, including suicide attempts (22%) and seizure (17%).

Commissioned by Austroads, the Department of Transport, Planning and Infrastructure and the Motor Accident Commission (SA).

For more information please contact Tori Lindsay
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RestRAINT use in South Australia

This research aimed to detect why the prevalence of seat belt use varies between observational surveys and crash statistics.

Observational surveys of restraint use in South Australia have reported vehicle occupant wearing rates somewhere in the order of 97%, however, over 30% of vehicle occupants killed or seriously injured in crashes are reported as not wearing a seatbelt. The project included an international literature review and an analysis of a sample of fatal crashes in South Australia. The results indicated that those less likely to wear a seatbelt were younger, more likely to have tested positive to drugs and were more likely to have engaged in extreme behaviour than those who were restrained.

Commissioned by the Department for Transport, Planning and Infrastructure and the Motor Accident Commission (SA).

For more information please contact Simon Raftery
simon@casr.adelaide.edu.au

2011 publications

Andersen RWG, Hutchinson TP, Linke BJ, Ponte G (2011) Analysis of crash data to estimate the benefits of emerging vehicle technology (CASR094)

Austroads, Lindsay VL, Ryan GA (2011) Medical Conditions as a Contributing Factor in Crash Causation (AIR519-11), Austroads, Sydney.

Baldock MRJ, Grigo JAL, Raftery SJ (2011) Protective clothing and motorcyclists in South Australia (CASR088)

Doecke SD, Anderson RWG, Woolley JE (2011) Advisory Intelligent Speed Adaptation for government fleets (CASR099)

Doecke SD, Grigo JAL (2011) Annual performance indicators of enforced driver behaviours in South Australia, 2009 (CASR084)

Doecke SD, Kloeden CN, McLean AJ (2011) Casualty crash reductions from reducing various levels of speeding (CASR076)

Doecke SD, Woolley JE (2011) Cost benefit analysis of Intelligent Speed Adaptation (CASR093)

Grigo JAL, Baldock MRJ (2011) Sleepiness and road crashes: Challenges of definition and measurement (CASR082)

Raftery SJ, Grigo JAL, Woolley JE (2011) Heavy vehicle road safety: Research scan (CASR100)

Raftery SJ, Wundersitz LN (2011) No restraint? Understanding differences in seat belt use between fatal crashes and observational surveys (CASR090)


Wundersitz LN, Baldock MRJ (2011) The relative contribution of system failures and extreme behaviour in South Australian crashes (CASR092)

Wundersitz LN (2011) Best practice in OHSW mass media campaigns (CASR091)
Welcome to our first newsletter for 2012. Last year South Australia recorded its second lowest road toll on record and we would like to congratulate everyone involved in achieving this result. We look forward to contributing to an even safer year in 2012.

Early last year, in partnership with the Australasian New Car Assessment Program (ANCAP), we opened our new Vehicle Testing Laboratory. As well as carrying out important safety testing for ANCAP the laboratory played host to a number of road safety events held by vehicle manufacturers and other customers. We were particularly proud in September when the Honourable Tom Kenyon, then Minister for Road Safety, launched the new South Australian Road Safety Strategy at our laboratory. The strategy, Towards Zero: Twogether, set the direction for reducing road deaths and serious injuries by at least 30% by 2020. The launch was attended by Sir Eric Neal Chair of the Road Safety Advisory Council, Rod Hook Chief Executive of the Department of Planning, Transport and Infrastructure and other members of the road safety community.

In the spotlight
Jeremy Woolley

Jeremy Woolley has been with CASR since 2004 as a Senior Research Fellow and has been involved with road safety research for over a decade. He has a traffic engineering background but his work has developed to include considerable expertise in Intelligent Transport Systems (ITS), assessing environmental impacts from road traffic and micro-simulation modelling. Although often focusing on infrastructure and speed management, Jeremy has been involved with a diverse range of road safety areas including ANCAP, Speed Adaptation and Speed Assist Initiative. The activity serves as a reality check on the research that we are doing and forms the basis for many of our activities. It is enlightening to work in a multidisciplinary environment and rewarding where efforts can be used to influence safe practices and policy.

Jeremy performed some interesting roles in the past two years, juggling research with teaching, the public service and the Thinker in Residence program. In 2010 Jeremy was seconded to the Department of Transport, Energy and Infrastructure as the Manager, Safer People, within the Road Safety Directorate. The experience was extremely challenging, highlighting the workings of government and policy formulation processes. I now have a greater appreciation of what it takes to convert research knowledge into policy actions. It was a fantastic experience to be involved with the initial state road safety strategy development process and was heartening to see the acceptance of Safe Systems principles amongst all key stakeholders.

Jeremy is also actively involved with professional organisations and is current SA president of the Australian College of Road Safety and a past president of the SA Australian Institute of Traffic Planning and Management.

The contribution of system failures and extreme behaviour in South Australian crashes

The objective of this research was to determine the proportion of crashes caused by extreme driver behaviour and that caused by ‘system failures’, including drivers making simple mistakes. The project involved examining data on 83 fatalities and 453 non-fatal crashes from extreme driver behaviour in South Australian crashes and that caused by ‘system failures’, including drivers making simple mistakes. The project involved examining data on 83 fatalities and 453 non-fatal crashes from extreme driver behaviour in South Australian crashes.

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