

Overview

The Centre for Automotive Safety Research (CASR) at the University of Adelaide is internationally recognised as a leading research organisation in fields related to road safety and crash injury. The Centre conducts high quality independent research that assist with decision making which leads to reductions in the human and economic losses from road crashes.

Impact Laboratory

The CASR Impact Laboratory is a purpose built facility used for conducting pedestrian sub-system testing. The laboratory is the official testing facility for the pedestrian component of the Australasian New Car Assessment Program (ANCAP) and is the only facility of its kind in Australia.

CASR studies the influence of vehicle design on pedestrian injury in a collision. The Impact Laboratory is a central part of our pedestrian safety research, which considers both accident prevention and injury mitigation through vehicle design.

In-depth Crash Investigation

CASR runs an in-depth crash investigation program that distinguishes the Centre from other road safety research groups in Australia. CASR crash investigation team members attend the scene of a road crash when an ambulance is called. Approximately 50 casualty road crashes are investigated each year, in either metropolitan or rural areas.



Further information

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Possible research topics

Young drivers

Young drivers are over-represented in road crashes – why is this so and what can be done about it? In recent years, the number of young people obtaining a driver's licence has reduced – what is causing this reduction and what are the implications?

Distracted driving

The number of potential sources of distraction while driving has increased dramatically due to the advent of personal devices like mobile phones – what can be done to monitor and reduce these distractions while driving? Even the vehicles themselves have become more distracting with advanced features that beep and flash at the driver – are these features causing more issues than they solve?

Bicycles

Increased rates of cycling mean that cyclist safety is an emerging serious issue for road safety – how can we better protect cyclists on the road environment? One potential solution that was recently implemented in SA is a one metre passing law – what effect will this have on the number and severity of cyclist crashes?

Infrastructure

State and Federal governments spend huge sums of money on road infrastructure – How is this money allocated to various projects and how much does it improve safety? The high cost of safety infrastructure often means that innovative and potentially better solutions are not implemented – how could we trial new safety infrastructure and what innovative solutions might be helpful in SA?

Speed

We know that slower speeds are safer, but reducing speed limits is always a contentious issue with the public – what are the trade-offs between travel time, fatigue, transport efficiency and safety? Speed enforcement through the use of safety cameras is also a contentious issue – are safety cameras a fair method of enforcing speed and could they be improved?

Crash investigation

Researchers like CASR or the Police often collect information at the scene of a crash to determine what happened – how is data collected at the scene and how is it used to determine what happened during a crash? Developments in vehicle safety systems have changed the way crashes occur and the evidence that is left behind – how has crash data collection changed due to the introduction of advanced safety systems and what new methods being used?

Pedestrians

The number of vehicle occupants injured in road crashes has reduced due to improvements in vehicle safety, but there has been little reduction in the number of pedestrians injured – what could be done to reduce pedestrian injuries and what role does mobile phone distraction play? The design of the front of a vehicle is an important factor in during a pedestrian collision – how does the design of a vehicle and the materials used impact safety during a pedestrian collision?