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Chair’s Foreword

As Chair of the Curtin - Monash Accident Research Centre (C-MARC) Advisory Board I am pleased to provide the foreword to the Centre’s third Annual Report to the Road Safety Council of Western Australia.

The Centre is now in its fourth year of operation and is continuing to build its staff profile, research outcomes and reputation within its various communities.

The Centre continues to work closely with the Office of Road Safety (on behalf of the Road Safety Council) in establishing its annual research agenda and has reached agreement on a fourth tranche of projects for 2012-13.

C-MARC is enhancing its profile through the generation of research reports and publications, active engagement with the media and relevant professional groups, and the development of an informative website.

The Centre’s relationships with the Road Safety Council of Western Australia and Monash University remain critically important to its success as it works towards achieving long-term financial and staffing sustainability as a centre of excellence in accident research and research translation, especially in relation to road safety.

I would like to congratulate and thank all members of C-MARC for their untiring efforts to build the Centre and contributing to its research outcomes and reputation.

Emeritis Professor Patrick Garnett
Chair
Curtin-Monash Accident Research Centre (C-MARC) Advisory Board
Directors’ Reports

C-MARC Director’s Report

I feel privileged to have been appointed the new Director of C-MARC and to be part of the unique collaboration between Curtin University and Monash University’s Accident Research Centre.

This year has had multiple highlights for C-MARC which included the graduation of two higher degree research students and the purchase of a state of the art driving simulator. We hosted Dr Mark Young from Brunel University, London England as an Excellent and Active Visiting Fellow to help us develop our driving simulator program of research.

We continue to have success in obtaining nationally competitive grants as well as producing peer reviewed papers in high impact journals. We were also very pleased to have Main Roads WA fund a three year research fellowship to be housed in C-MARC.

The future for C-MARC is exciting as we continue to produce high quality evidence-based outcomes for one of the most serious public health issues facing contemporary Australia: the epidemic of road trauma.

We are also continuing to develop strong collaborative relationships with other stakeholders and road safety institutions.

Finally, I would like to thank Brett Hughes as the previous Director of C-MARC, the staff of C-MARC and MUARC, the Office of Road Safety and the School of Public Health and the Faculty of Health Sciences for their commitment and dedication to ensuring the success of C-MARC. I look forward to even greater success in 2013.

Associate Professor Lynn Meuleners
Director, Curtin-Monash Accident Research Centre

Associate Professor Lynn Meuleners
Director
Curtin - Monash Accident Research Centre
MUARC Director’s Report

It has been a pleasure working with the Directors of C-MARC over the past 12 months and as highlighted in this report, the research collaboration between Curtin and Monash has been highly productive.

The uniqueness of C-MARC is the complementary research skills (and disciplines) the two research centres bring to the study of road safety.

The developing collaboration is most evident across the Road Safety Council’s Baseline Research Program where teams of researchers from both Curtin and Monash Universities delivered over the past year on projects such as economic factors and road safety through to developing new roadside barriers for urban areas.

The collaboration between the two universities is still in its infancy but Monash values the relationship it is building with Curtin through C-MARC. Importantly, over the next 12 months we are keen to begin to work more closely with C-MARC to build strong stakeholder and community engagement in road safety.

The fatality and serious injury rates for road injury in Western Australia have plateaued over the past years and the challenge now is to provide timely, empirical evidence, to support the necessary changes in road safety policy and practice that will achieve declines in mortality and morbidity on our roads.

C-MARC is well positioned to respond to this challenge and we look forward to collaborating in this ‘joint venture’ to ensure West Australian’s get to use one of the safest transport systems in Australia and internationally.

Professor Mark Stevenson
Director, Monash University Accident Research Centre

Professor Mark Stevenson
Director
Monash University Accident Research Centre
C-MARC Board of Directors

Professor Patrick Garnett
Chair

Mr Iain Cameron
Executive Director, Office of Road Safety

Professor Mark Stevenson
Director, Monash University Accident Research Centre

Professor Graeme Wright
Deputy Vice-Chancellor, Research & Development, Curtin University

Professor Rod McClure
Director, Monash Injury Research Institute

Professor Clare Pollock
Acting Pro Vice-Chancellor, Health Sciences, Curtin University

Professor Edwina Cornish
Senior Deputy Vice-Chancellor and DVC (Research), Monash University

Commander Michelle Fyfe
Western Australian Police

Adjunct Professor Fred Affleck
Planning & Transport Research Centre

Professor Bruce Maycock
Head of School of Public Health, Curtin University
C-MARC’s Background

Background

Curtin University, Monash University and the Office of Road Safety signed an agreement in December 2008 to form the Curtin-Monash Accident Research Centre to assist in meeting the research needs of the WA Road Safety Council (RSC). This report is the third annual report for the Centre, covering the 12 months to July 2012.

C-MARC’s Foundation

C-MARC is a joint arrangement between Curtin University and Monash University Accident Research Centre (MUARC). The School of Public Health in Curtin University hosts C-MARC, with staff from both Universities contributing to the Centre.

C-MARC’s research activities are based on the requirements of:
- the Road Safety Council;
- other funders of research; and
- the Universities’ research, including students.

Governance

C-MARC is externally funded and commenced with a foundation contract with the WA Government through the Office of Road Safety, on behalf of the Road Safety Council.

The agreement between Curtin and MUARC is formally described in a Collaboration Agreement for Establishment and Operation. C-MARC is governed by a Board, which provides direction and active participation in achieving the Centre’s objectives. The Board met on four occasions in the twelve months to June 2012.

C-MARC collaborates with others in the School of Public Health, the Faculty of Health Sciences, other faculties at Curtin University and other external organisations.

C-MARC actively promotes its research outcomes across government, industry and the wider community and is a positive and proactive public voice promoting road safety

C-MARC’s Vision

To be a Centre of Excellence in road safety and other injury research and the translation of that research into policy and practice that will impact on government, industry and the wider community.
C-MARC Staff

Curtin University Staff

Director: current

Associate Professor Lynn Meuleners
BA, MSc, PhD

Associate Professor Lynn Meuleners is an injury epidemiologist. She has ten years experience in injury research, with the focus of her work relating to road safety, interpersonal violence, data linkage and injury surveillance. She has published widely in the area (55 journal articles, one book and three book chapters) and has worked alongside both government and community stakeholders on a wide range of injury-related projects.

Director: 2009 - July 2012

Associate Professor Brett Hughes
BEng, MEngSc, PostGradDipMgt

In his 30 year career, Associate Professor Brett Hughes has worked on transport safety issues as a professional engineer qualified in electronic engineering, traffic and transport engineering, lighting and management. He has worked for State government departments and for consultants in strategy and policy development, traffic engineering, and transport planning. He has published over 20 industry papers on transport.

Deputy Director

Associate Professor Michael Lenné
BSc, PhD

Associate Professor Michael Lenné is Associate Director of Human Factors at the Monash University Accident Research Centre (MUARC) in the Monash Injury Research Institute and has a PhD in Experimental Psychology. Dr Lenné has extensive experience conducting human factors and safety research in the road safety and military aviation and maritime environments.
Research Fellow

Mr Peter Palamara  
BBSc Hons, MSc

Peter Palamara has worked in the area of road safety and injury for over 20 years. His areas of expertise include the application of psychological theory to road user behaviour; young and novice drivers; driver licensing; traffic enforcement; motor vehicle occupant restraint use; speeding; the planning, implementation and evaluation of road safety programs, and research design and analysis.

Main Roads WA Research Fellow

Dr Huei-Yang (Tom) Chen  
BSc, MSc, PhD

Dr Tom Chen has worked as the Main Roads Research Fellow since March 2011. He completed a PhD in Epidemiology at the University of Sydney in 2010. He also completed a Bachelor of Science (Public Health) and a Master of Science (Environmental Health) in Taiwan. His research interests include young and novice drivers, urban/rural and socioeconomic disparities in health and the evaluation of road safety interventions.

Research Associates

Ms Michelle Fraser  
BSc, MSc

Michelle completed a MPhil (Public Health) in 2011. She examined the impact of cataract surgery on driving. Michelle has worked as a Research Assistant at C-MARC since 2009 and her areas of interest include older driver safety, visual conditions and injury and driving simulator research.

Ms Michelle Broughton  
BSc

Michelle has recently completed a Bachelor of Science in Human Biology Preclinical. Having undertaken research in other areas of Health Sciences, Michelle has recently joined C-MARC to expand her knowledge and research skills in the road safety and injury prevention area.
MUARC- based staff

**Professor Mark Stevenson**  
Director – Monash University Accident Research Centre

**Professor Rod McClure**  
Director – Monash University Injury Research Institute

**Professor Ian Johnston**  
Adjunct Professor - Monash University Accident Research Centre

**Professor Max Cameron**  
Adjunct Professor - Monash University Accident Research Centre

**Dr Jennie Oxley**  
Associate Director, Regional Engagement - Monash University Accident Research Centre

**Dr Bruce Corben**  
Associate Director, Safe System Strategies & Infrastructure - Monash University Accident Research Centre

**Dr Jim Langford**  
Senior Research Fellow - Monash University Accident Research Centre

**Associate Professor Stuart Newstead**  
Associate Director, Injury Analysis & Data - Monash University Accident Research Centre

**Dr David Logan**  
Senior Research Fellow - Monash University Accident Research Centre

**Associate Professor Judith Charlton**  
Associate Director, Behavioural Safety Science - Monash University Accident Research Centre
Highlights

2011-2012 Highlights

New driving simulator

In 2011, C-MARC purchased a new UC-win driving simulator. C-MARC staff were trained in the use of simulator and are currently undertaking a simulator validation study. This study will compare the on-road driving performance of 50 drivers to their performance in the simulator. It is envisaged that in the future, the simulator will be used to investigate the impact of medical and visual conditions for older drivers, fatigue and road design on driving performance.

Excellent and Active Visiting Fellowship: Dr Mark Young

Dr Mark Young, a cognitive ergonomist from Brunel University, London paid a highly productive and beneficial visit to C-MARC between the 21st to the 25th of November, 2011. The visit was funded by a Curtin University Excellent and Active Visiting Fellowship. The purpose of Dr Young’s visit was to assist in establishing a new Driving Simulator Program at the Centre. Through a series of meetings, Dr Young advised C-MARC staff on the use of driving simulators, study designs for simulator research, programming and scenario design and interpretation of simulator outputs and data.

Dr Young also delivered two seminars while in Perth. The first seminar entitled “Driver Behaviour Research: The Relative Merits of Driving Simulators” was presented to staff at Main Roads WA and discussed the pros and cons of conducting research in simulators versus on-road and how to exploit the benefits of simulators.

The second seminar entitled “Road Safety in the 21st Century: The Human Factor” was presented in the School of Public Health and discussed the latest innovations in vehicle technology and why it is important to design these systems around the driver. This seminar was well attended by representatives from the School of Public Health, UWA, the mining industry, the Office of Road Safety, Local Government, Department of Transport, ARRB, the Department of Health and Main Roads WA, as well as occupational therapists and engineers.
ARC Discovery Grant

Associate Professor Lynn Meuleners, Ms Delia Hendrie and Dr Jonathon Ng received a prestigious Australian Research Council (ARC) grant for a project entitled “The impact of first and second eye cataract surgery on falls and utilisation of mental health services among older Australians”.

This population-based study will investigate the association and timing of cataract surgery and health-related costs in reducing the incidence of falls and utilisation of mental health services following first and second eye cataract surgery.

Main Roads Western Australia Research Fellowship

Main Roads WA has shown ongoing support to C-MARC, and has funded a Main Roads WA Research Fellow for three years. Dr Tom Chen was appointed to the position in March 2011. Some of the projects undertaken by the Main Roads WA Research Fellow include a review of the Safe System Approach to road safety, an evaluation of the effectiveness of red light speed cameras in Perth and an analysis of factors associated with motorcycle crashes in WA.

Presentation: Relationship between Vehicle Performance and Young Driver Crash Involvement

Peter Palamara presented the findings of the study to the Road Safety Council in March 2012. The purpose was to investigate whether vehicle performance characteristics were a contributing factor to crashes involving young drivers.

Seminar: Effectiveness of upgraded red light speed cameras in WA

In 2012, C-MARC presented a seminar and held a discussion session surrounding the results of the Main Roads WA Research Fellow’s analysis of the effectiveness of upgraded red light speed cameras in WA.

The seminar was presented by Dr Tom Chen and Ms Delia Hendrie. It was attended by representatives from Main Roads WA, the Western Australian Police, the Office of Road Safety and Curtin University.
C-MARC 2012 Annual Report

Overview of Research

This year, C-MARC continued its work across a range of injury outcomes including road safety, falls prevention and violence. Much of the research will contribute to changes in injury policy and prevention. The following outlines the completed and ongoing research C-MARC has undertaken during the year.

Research projects come under the categories of:

- Road Safety Council Baseline Program of Research
- Main Roads WA Fellowship Program of Research
- Injury Prevention Program of Research
- Driving Simulator Program of Research

Tough deadlines take toll on tired trucks

Muscle-car bans for P-platers

ALCOHOL-LIKE EFFECT

Psychoactive drugs raise crash risk

Older drivers who use prescription psychoactive drugs may be up to five times more likely to be involved in a serious crash, according to Curtin University research.

The study, headed by Associate Professor Lynne Mouldeus from the Curtin-Monash Accident Research Centre, was based on more than two people aged 65 or who were treated in hospital after a car crash in WA between 2003 and 2006. It found the use of psychoactive medications, particularly benzodiazepines (often sold as diazepam) and antidepressants, raised the likelihood of involvement in motor vehicle crashes for older drivers.

Benzodiazepines are often prescribed for people over 65 to suffer from anxiety or lack of sleep. Dr Mouldeus said the reduced alertness and impairment caused by benzodiazepines and some antidepressants could be compared to drinking alcohol.

"The role of alcohol in traffic crashes has been established, but for prescribed medications their limited current evidence-based in formation," she said.

The use of medications, particularly benzodiazepines and anti-depressants, may contribute to a longer reaction time when faced with the unexpected while driving.

"In our study older drivers exposed to benzodiazepines were five times as likely to be involved in a hospitalisation crash and almost twice as likely for drivers exposed to antidepressants."

Dr Mouldeus said no-one wanted to punish older drivers who had to take prescribed drugs, but it was important to keep them safe.

She said it was important for licensing authorities to be aware of the study results because it could have implications for the management of older drivers.

Department of Transport driver and vehicle services general manager Michael Douton said people with medical conditions or medications that might affect their ability to drive were required by law to notify the department.

He urged families to encourage drivers with medical conditions that might affect their driving to report them. The C-MARC study was recently published in the Journal of the American Geriatrics Society.

Curtin-Monash Accident Research Centre (C-MARC)
Road Safety Council Baseline Program of Research

**Socio-cultural understanding of young people**

Young people and young males especially are over-represented in the majority of road crash statistics and in most areas of unsafe road behaviour. This project reported on the association between youth and risk-taking in WA across a range of social areas.

*Investigators:* Palamara P, Kopinathan C.
*Status:* Completed

**Understanding and documenting the long-term consequences of road trauma**

The costs of treating road trauma are recognised as a major social burden. This project was a feasibility study to assess whether available data allow the full costs of road trauma (including medical treatment, rehabilitation and all other relevant costs) in Western Australia to be measured.

*Investigators:* Palamara P, Hendrie D.
*Status:* Completed

**Modelling the improvements in vehicle safety through uptake of safety features in new cars and strategies to increase penetration throughout the fleet**

Given the contribution of safer vehicles to reducing the road toll, substantial road safety advances can be made by directing the purchasing practices of owners of commercial and government fleets towards safer vehicles. This project aims to measure the benefits of different fleet purchasing strategies based on vehicle safety features, in terms of road trauma savings.

*Investigators:* Newstead S.
*Status:* Ongoing

**Develop new barriers for urban areas**

This project aims to assess the frequency and severity of run-off-road crashes in urban areas and to identify possible engineering and other countermeasures.

*Investigators:* Palamara P, Corben B.
*Status:* Ongoing

**Understanding the high occurrence of serious casualty crashes in Western Australia, by location**

This project quantified and explained the occurrence of serious casualty crashes in Western Australian metropolitan, regional and remote areas and proposed a series of appropriate countermeasures.

*Investigators:* Palamara P, Corben B, Newstead S.
*Status:* Completed
Economic factors and road safety

The association between movements in the economy and road crashes is well established. This project investigates this association in a Western Australian context. The aim of this project is to quantify and explain the association between the Western Australian economy (individual economic factors) and serious casualty crash levels.

*Investigators*: Hughes B, Newstead S  
*Status*: Ongoing

Population prevalence of blood alcohol content in drivers: Measuring the current extent of drink driving through roadside surveys

The overall aim of this project is to monitor changes in driver BAC levels over time through the replication of two previous roadside surveys conducted at Police booze bus RBT sites. Survey data will be analysed to identify changes in driver BAC levels since 1999 and to estimate the prevalence of BAC among drivers in the Perth Metropolitan Area.

*Investigators*: Clark B, Palamara P, Newstead S  
*Status*: Ongoing

Estimating road safety outcomes based on economic factors

The effect of changes to macroeconomic factors, such as GDP and employment has been investigated, but has not been applied to forecasting or estimating future changes. This project will investigate the relationship between economic factors and road safety to provide estimates of future road safety outcomes based on scenario examples of changes to macroeconomic factors.

*Investigators*: Newstead S.  
*Status*: Ongoing

Safe roads and roadsides - Improved curve delineation

This project will investigate a potential countermeasure; improved curve delineation. This research addresses questions including the WA situation for the relevant crash types, the WA context and WA practice, differences from other locations/jurisdictions, best practice, likely outcomes from introducing the countermeasure and possible alternatives.

*Investigators*: Palamara P.  
*Status*: Ongoing

Designing safer roads to counter driver errors - rural crashes

The aim of the project is to assess the respective roles of inadvertent errors and unsafe driver behaviour – and specifically, speed and speeding in rural road crashes; and to identify road design features, which aim to minimise the occurrence of inappropriate speeds and other errors, and their consequences.

*Investigators*: Corben B, Logan D, Candappa N, Devlin A  
*Status*: Ongoing
Main Roads WA Fellowship Program of Research

Literature review of the Safe System Approach

This project involved a critical review of the literature, both national and international, describing road authorities which have implemented the Safe System approach in their road safety strategies.

Investigators: Chen HY, Meuleners L.

Status: Completed

The effectiveness and cost-effectiveness of red light speed cameras in Perth

This project reviewed national and international literature regarding the effectiveness of red light speed cameras. It also evaluated the effectiveness of red light speed cameras in Perth in terms of net reductions in crash frequency and crash costs, as well as traffic infringements.

Investigators: Chen HY, Meuleners L, Hendrie D.

Status: Completed

The effectiveness and cost-effectiveness of signalised intersections in Perth

This project aims to evaluate the effectiveness of various traffic control signals at intersections in WA in terms of net reductions in crash frequency and crash costs. It will also examine risk factors that are associated with crashes by types of crash and types of vehicle.

Investigators: Chen HY, Meuleners L.

Status: Ongoing

The effectiveness and cost-effectiveness of the Safer Roads Program

The purpose of this project is to evaluate the effectiveness of the Safer Roads Program implemented in WA between 2005-2009 in terms of net reductions in crash frequency and crash costs.

Investigators: Chen HY, Meuleners L.

Status: Ongoing

Potential crash migration at intersection filters in WA

The purpose of this project is to evaluate the effectiveness of intersection filters in WA in terms of net reductions in crash frequency and crash costs. It will also investigate the potential for crash migration by examining crashes occurring at intersections adjacent to sites with an intersection filter.

Investigators: Chen HY, Meuleners L.

Status: Ongoing

Factors associated with motorcycle crashes at intersections in WA

This project aims to examine factors associated with motorcycle crashes at intersections and crashes resulting in serious injuries and fatalities.

Investigators: Chen HY, Meuleners L.

Status: Ongoing
Injury Prevention Program of Research

Enhanced speed enforcement management

This project investigated the potential role(s) for Local Government in the management of speed enforcement in Western Australia. It documented the current and potential roles of Local Government in speed enforcement, specified a number of interim models for the involvement of Local Government in speed enforcement and obtained feedback from Local Government on the acceptance and viability of these models.

Funding: Western Australia Local Government Association (WALGA)

Investigators: Palamara P, Langford J, Johnston I.

Status: Completed

Relationship between vehicle performance and young driver crash involvement

This project investigated whether vehicle performance characteristics are a contributing factor to crashes involving young drivers. The research meets an election commitment by the current government. The issue is important to the community and attracts significant and regular media attention.

Funding: Main Roads WA for Road Safety Council WA


Status: Completed

Cataract and crash risk for older drivers: Evidence from a population-based study

This project assessed the effectiveness and cost-effectiveness of cataract surgery in reducing crashes using population data from the Western Australian Data Linkage System (WADLS).

Funding: Australian Research Council (ARC) Discovery Grant

Investigators: Meuleners L, Semmens J, Ng J, Hendrie D

Status: Completed

A targeted review of the links between blood alcohol limits, alcohol sales and advertising on road trauma

The aim of this research report was to review the links between blood alcohol limits for vehicle controllers (e.g., drivers, riders), alcohol sales and advertising on road trauma.

Funding: RAC WA

Investigators: Rudin-Brown C, Clark B, Newstead S.

Status: Completed
Mental illness and interpersonal violence: Evidence from a population-based study

This project determined the prevalence, nature and risk factors for people with a mental illness who are involved in interpersonal violence using population data from the WADLS.

Funding: Rotary Health Fund
Investigators: Meuleners L, Semmens J, Spilsbury K.
Status: Completed

Assessing interpersonal violence in Western Australia

This study increased knowledge and understanding of the size and nature of interpersonal violence victimisation as a significant community and societal issue in Western Australia using morbidity, mortality and emergency department data from the WADLS.

Funding: Office of Crime Prevention
Investigators: Meuleners LB, Hendrie D, Lee AH
Status: Completed

Medications and crash involvement for older drivers: A population based study

Psychoactive medications that act on the central nervous system are thought to impair driving and increase crash risk. This study used population-based data from the WADLS to examine the association between psychoactive medications, including benzodiazepines, anti-depressants and opioid analgesics, and crash risk in drivers aged 60 and older in Western Australia.

Funding: Department of Health, Western Australia
Investigators: Meuleners L, Duke J, Palamara P, Lee A.
Status: Completed

Safety in the heavy vehicle industry: a collaborative approach

The purpose of this project is to determine what role risk factors such as scheduling and sleep-related factors play in heavy vehicle crashes and to identify cost-effective strategies to reduce the growing injury burden associated with heavy vehicle crashes. Cases were recruited from WA and NSW.

Funding: Australian Research Council (ARC) Linkage Grant
Status: Ongoing
The impact of first and second eye cataract surgery on falls and utilisation of mental health services among older Australians

This study provided accurate information on the impact, benefits and associated costs of first and second eye cataract surgery in reducing the incidence of falls and utilisation of mental health services for depression and/or anxiety for an older population, using the WADLS.  

Funding: Australian Research Council (ARC) Discovery Grant  
Investigators: Meuleners L, Lee AH, Hendrie D, Ng J.  
Status: Completed

Pedestrian non-compliance at level crossings gates

The aim of the project is to examine factors associated with noncompliant pedestrian crossing behaviour at level crossing gates, in order to identify and develop countermeasures with the potential to prevent noncompliant crossings and improve safety overall. Two activities were undertaken to accomplish this goal; first, existing research literature on level crossings, pedestrian compliance, and safety campaigns was compiled and reviewed. Second, pedestrians’ crossings were observed, and the characteristics associated with noncompliant behaviour recorded, at ten Perth-area level crossings.  

Funding: Public Transport Authority WA  
Investigators: Jessica Edquist, Brett Hughes, Missy Rudin-Brown  
Status: Completed

An evaluation of the effectiveness and cost-effectiveness of the WA State Black Spot Program in reducing motorcycle crashes in Western Australia

This study evaluated the effectiveness of projects treated under the WA State Black Spot Program during 2000 to 2006 in terms of the net reduction in motorcycle crash frequency and crash costs at treated sites.  

Funding: Main Roads WA  
Investigators: Meuleners L, Hendrie D, Fraser M.  
Status: Completed

The aim of these three studies is to evaluate the effectiveness and cost-effectiveness of projects treated under the State Black Spot Program in terms of the net reduction in crash frequency and crash costs at treated sites in WA.

*Funding:* Main Roads WA  
*Investigators:* Meuleners L, Hendrie D.  
*Status:* Ongoing

**A literature review of Australian and international motorcycle black spot programs**

A review of targeted motorcycle black spot or road infrastructure improvement programs conducted within Australia and internationally was completed. Current literature on road conditions that may contribute to motorcycle crashes and evidence regarding the effectiveness of road infrastructure treatments at motorcycle black spots were identified.  

*Funding:* Main Roads WA  
*Investigators:* Meuleners L, Fraser M.  
*Status:* Completed
Driving Simulator Program of Research

Assessing the validity of the UC-win driving simulator

The purpose of this study is to validate the newly purchased UC-win driving stimulator by assessing driving performance in the simulator and on-road using a sample of 50 WA drivers.

Funding: Curtin University Senior Research Fellowship

Investigators: Meuleners L, Chen HY, Fraser M.

Status: Ongoing
Research Students

Completed

Dr Quang La Ngoc
The epidemiology of bus and taxi driver crashes in Hanoi.
PhD

Miss Michelle Fraser
Impact of cataract surgery on driving difficulty and quality of life for older drivers.
MPhil

Mr Mehdi Pira
Masters of Spatial Sciences Major Project

Ms Kriti Kaura
A critical review of the factors associated with a serious casualty motor vehicle crash and their variation with the regional location of the crash.
Master of Public Health Major Project

Current

Mrs Michelle Hobday
PhD

Mr Kien To
PhD
Publications

Peer Reviewed Journal Articles


La Ngoc Q, Lee A, Meuleners LB, van Duong D. Prevalence and factors associated with road traffic crash among taxi drivers in Hanoi, Vietnam, Accident Analysis and Prevention, accepted for publication June 2012.

Liaw ST, Chen HY, Maneze D, Taggart J, Dennis S, Vagholkar S, Bunker J. The quality of routinely collected data: using the “principal diagnosis” in emergency department databases as an example. epub - Journal of Health Informatics, 2012, 7(1).


**Reports**


Back cover image

From left: Michelle Broughton, Fiona Chambers, Michelle Fraser, Huei-Yang (Tom) Chen, Peter Palamara, Lynn Meuleners (seated). Pictured with C-MARC’s UC-win driving simulator.
Contact Us

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