

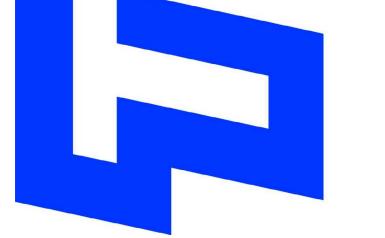
Development of a Road Safety Engineering Modelling Tool





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Background

The work described in this report is part of a research programme aimed at developing methods of identifying and improving high-risk interactions between vehicles, roading situations, and drivers. To date this has involved the use of high-resolution video analysis, computer simulation, and full scale field testing. The research objectives guiding this work employ a systems approach to understanding and improving our road transport system; addressing vehicle performance (stability, tracking etc), road configurations (signage, geometry etc) and driver behaviour collectively. Part of this approach has been directed at analysis of the driver's perception-decision-action cycle in responding to various driving situations. As it has been hypothesised that driver attentiveness is a key variable affecting the time course of the perception-decision-action cycle (Neisser, 1976; White & Thakur, 1995), our work has included analysis of driver attentiveness in terms of: 1) a driver's momentary level of cognitive workload (overall demands on cognitive resources), and 2) the proportion of those resources dedicated to the driving task (as reflected in the driver's momentary situation awareness).

Within this context, our previous research examined drivers' reactions to road hazards, maintenance of speed and following distances, and the differential properties of explicit (attentional) and implicit (perceptual) features of road safety engineering solutions across a range of traffic and road situations (Charlton & Baas, 1998; Charlton, Mueller, & Baas, 1999; Charlton, 2000; Charlton, Alley, Baas, & Newman, 2002; Charlton, 2003). Some traffic control devices and road safety treatments are designed to provide information to drivers by means of an explicit alerting function. For example, speed limit signs and many hazard warning signs are designed to direct drivers' attention to road or traffic conditions and undertake recommended or required driving behaviours; the information is explicit as it relies on a driver consciously attending, comprehending, and responding to the information. In contrast, some treatments are designed to work at an implicit, or perceptual level, by affecting drivers' perception of their speed without conveying an explicit or specific message. For example, transverse road markings and lateral edge line treatments have been implemented at many locations overseas to reduce vehicle speeds by modifying the visual information used to perceive speed subconsciously (Fildes & Jarvis, 1994). The

desirability of road safety treatments based on implicit perceptual cues lies in their unobtrusiveness; they do not place any additional processing demands, distractions, or frustrations on the driver, they do not involve introducing any additional hazards on the roads, and in some cases they may be the only way to influence drivers who refuse to obey the law.

For any given treatment, however, it is an open question whether the effectiveness (or lack thereof) is the result of explicit alerting characteristics or implicit perceptual cues. In the case of transverse line treatments in particular, they appear to exhibit both alerting effects and speed perception influences (Godley, Fildes, Triggs, & Brown, 1999). Conversely, it has been shown that oversized explicit speed control signs placed at urban thresholds may have a perceptual quality, forming a "gateway" and slowing drivers' speeds, even without any speed restriction information on the signs (Charlton, Alley, Baas, & Newman, 2002). It has also been suggested that the effectiveness of perceptual treatments may be dependent on drivers' perceptions of safety in a particular situation. Fildes & Jarvis (1994) reported that when perceptions of risk were low, modifying the environment may change drivers' speed estimation but was less likely to be translated into slower vehicle speeds.

The goal of the present experiment was to develop and demonstrate an analysis tool that would allow road safety professionals to compare the effectiveness of a range of road safety engineering treatments, including treatments with implicit and explicit features, as they related to a specific road with a known pattern of crashes. This work involved two distinct phases of enquiry: first, selection of a road with a well-documented history of crashes and analysis of specific sections of the road as regards their amenability to various road safety treatments; second, a comparison of the treatments' effectiveness by means of an accurate 3-D re-creation of the road in a driving simulator and a representative sample of drivers.

Phase 1: Crash analysis and treatment identification

Methodology.

The road selected for the study was a 25km stretch of State Highway 2 (SH2) from Katikati Township to Bethlehem in Transit New Zealand's Region 4. SH2 is the main north south route along the Bay of Plenty East Coast and is the northern access route for the port of Tauranga. It is also the key logging route between forestry in the northern Bay of Plenty, Coromandel, South Auckland and beyond to the port at Mount Maunganui and central north island processing facilities. Along the length of the route studied there are numerous commercial orchards and vineyards, and thus the route contains many intersections (37) and a significant number of access points (sealed and unsealed) used by vehicles servicing the agricultural operations. SH2 is also a scenic drive (posted as the Pacific Coast Highway from SH1 south of Auckland) and is heavily trafficked by tourists and holiday makers. The traffic volumes calculated for the study route range between 12,000 and 16,000 vehicles per day with an 11% component of heavy vehicles.

The route has been the subject of several Transit New Zealand crash reduction studies in the past including: Athenree to Wairoa Intersection Upgrading Strategy (March 1995); Selected Blackspot Sites (November 1998); Urgent Site Study SH2 Apata (August 1999); Strategic Length 1 Athenree to Te Maunga (June 2000); and Special Crash Reduction Study SH2 Athenree to Bethelehem (October 2000). Many of the recommendations made by these studies were implemented, including the upgrading of many intersections to include right and left turn bays. Although the route possesses a generally high standard of roadmarking and signage, this has not been enough to prevent a high number of crashes. In the five years from 1995 through 1999 there were a total of 237 reported crashes over the 25km study route, for a rate of 9.48 crashes per km, as compared to a national average crash rate for rural state highways of 3.35 during the same period. The severity of crashes along the study route have also been higher then the national average, with 7% of reported crashes involving a fatality (as compared to 3% nationally), 11% involving serious injury (9% nationally), and 32% involving minor injury (25% nationally). More recently, in the three years from 2000 through 2002 there were 170

reported crashes along the 25km study route; a 19% annualised increase in crash rates at a time when comparable crashes decreased nationally (LTSA, 2003).

Following review and analysis of the available crash data from the Land Transport Safety Authority's (LTSA) Crash Analysis System (CAS) and the subsequent examination of individual Traffic Crash Reports (TCR's), high-resolution digital video of the aforementioned stretch of SH2 was created, "filming" the road in both directions under conditions of clear visibility at mid-day, by means of a vehicle equipped with two stablemounted digital video cameras. The road was also recreated in a 3-D simulation using road geometry from Transit New Zealand's Road Geometry Data Acquisition System (RGDAS) database and road markings, road signs, and clear sight angles reproduced by consulting local Geographical Information Systems (GIS) data, road surveys, and the digital video. The 3-D simulation allowed the road features to be viewed from any perspective (including drivers' eye-level and top-down aerial views) using cursor controls, or "driven" by means of steering wheel and foot pedals and a simulated vehicle dynamics model. These resources were then presented to a group of expert road safety engineers empanelled to discuss and assess potential road safety treatments that could be applied to this stretch of SH2.

Participants.

Seven experts from the local road safety engineering community were recruited from the Land Transport Safety Authority, Transit New Zealand, and Opus International Consultants. All but one of the participants were male and their years of experience in the transport engineering/road safety sector averaged 21.57 years (ranging from 2 to 45 years). Three members of the expert panel rated their knowledge with the subject stretch of SH2 as "Very familiar – driven and thought about frequently", two of the panel rated their knowledge as "Moderately familiar – driven occasionally, some discussion", and the remaining two rated their knowledge as "Slightly familiar – have driven and are aware some problems exist".

Materials.

The panel of experts were provided with an "Expert Panel Workbook" (shown at Appendix A). The workbook contained: a background section asking several demographic

questions; five crash analysis sections containing historical crash data diagrams and questions regarding each of five pre-selected segments of the study road; and a summary section asking questions about the usability and value of the expert panel exercise. The digital video of the study road was presented on a 48.26 cm (19 in) colour monitor displaying 1280 x 1024 pixels. The study road could be displayed travelling in either direction (north or south), travelling at normal speed (approx 80km/h), or advanced frame by frame. The 3-D simulation of the study road was presented on a desktop driving simulation tool using measured 3-dimensional road geometry (from the Transit RGDAS database) to specify the roadway geometry. The road markings, road signs, traffic, and sight angles were modelled as 3-dimensional objects and placed along the roadway using data from GIS and road surveys and the digital video. The simulated scenes were presented in panorama across three display screens: one 53.34 cm (21 in) and two 43.18 cm (17 in) CRTs, affording approximately 130 degrees effective field of view at a frame rate of 150 frames per sec (see Figure 1). Navigation through the simulation was by means of either cursor controls or steering wheel and foot pedal controls. When navigation was effected through the steering wheel and foot pedals, movement through the simulation was governed by an interactive non-linear multi-body vehicle dynamics model.



Figure 1. An example of the 130° field of view from the driving simulator apparatus.

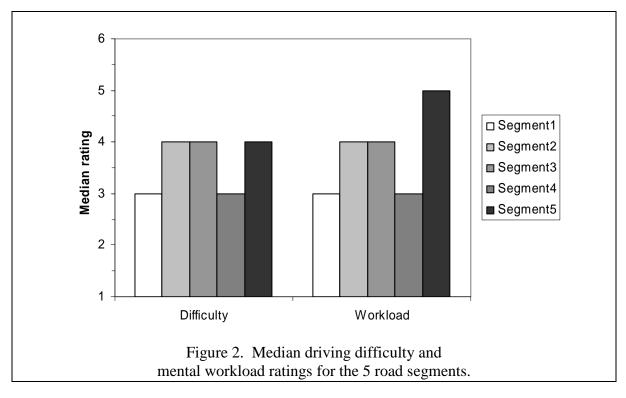
Procedure.

The expert panels were convened in two separate sessions (one group of two participants and one group of five) in March of 2003. Each panel began with a description of the purposes of the study and an overview of the workbooks and the procedure. After completing the demographic questions, the participants progressed through the five pre-

defined segments of the study road. Each segment was first discussed in terms of its crash history and then viewed from both directions using the high-resolution video. The high-resolution video was used to allow the participants to safely assess the road, signage, and traffic characteristics of each segment. Discussion of possible treatments for each section was further aided by wide field-of-view simulation to help visualise how a specific treatment or roading change would appear *in situ*. After discussing each segment as a group, the participants individually rated the driving difficulty of the segment, the mental workload required of drivers for that segment, and noted the specific aspects of the road segment they felt to be unsafe and the road features they would most like to change. The discussion of each of the five segments lasted for 2 hrs 45 min for the first panel and 3 hr 35 min for the second panel.

Results.

During the course of the discussions about the five road segments, several noteworthy road safety engineering problems were identified by the participants. The most frequently mentioned problems were: very limited sight distances afforded by the numerous vertical curves (often coinciding with intersection locations); difficulties overtaking and a lack of overtaking lanes; the presence of many narrow bridges; narrow (& variable) shoulder widths; and inconsistent and excessive signage. Of the five road segments discussed, the median rating on the seven-point driving difficulty scale for three of the segments was a 4, "somewhat difficult -- challenging" or worse. The remaining two road segments were rated less severely by the participants, with a median rating of 3, "moderately difficult." The mental workload ratings for the road segments mirrored the driving difficulty ratings, with three of the road segments having higher median ratings (4 – "challenging but manageable", and 5 – "demanding to manage") than the other two (3 – "easily managed"). The driving difficulty and mental workload ratings for each of the five road segments are shown in Figure 2.



The participants identified drivers' reducing speed and lateral deviation as the behaviours most needing change in order to improve safety across the five driving segments. In their comments, the participants pinpointed several locations of particular concern and identified specific treatments that could be used to achieve these changes in driver behaviour, including: rumble strips, lane colours, herringbones, and explicit speed restrictions. In their ratings of the usability of the road safety modelling procedure they had just used, the participants' average SUS score was 71.8 (median score of 72.5) on the 10-item SUS scale. The SUS produces scores ranging from 0 to 100, with scores greater than 50 indicating the system being rated possesses a good level of usability (Brooke, 1996). The participants' written comments on the procedure included the following statements:

"Would provide a useful analysis tool"; "Able to get a lot more people to view and comment on a site than at a physical location"; "I found the whole approach very interesting"; "I liked the way it integrated the various aspects of analysing the routes"; "Lots of potential".

Phase 2: Simulator testing

Methodology.

The second phase of the study consisted of a comparison test of two road safety engineering treatments suggested by the expert panel participants. The comparison test was conducted using the simulation of SH2 and a representative sample of licenced drivers. The test was conducted at Waikato University throughout May and June of 2003 and was structured as a within-participants design such that all participants were exposed to every treatment type, with the order of presentation counterbalanced across participants.

Participants.

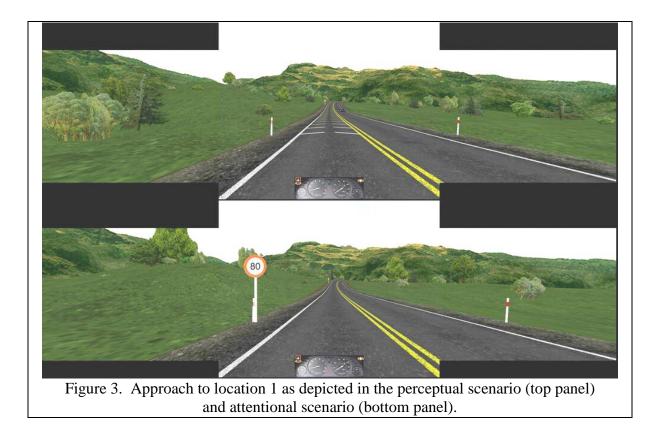
Thirty-five volunteers with a full New Zealand Class B Driving licence were recruited from flyers and notices posted in the local area. Four of the participants withdrew before completing the experiment, citing other time commitments, eyestrain, or feelings of dizziness while driving the simulator. Of the thirty-one participants completing the experiment, 17 were female and 14 were male, they ranged in age between 17 and 72 years (average of 32 years, std. dev. of 14.74). The testing protocols were reviewed and approved by the University of Waikato's Psychology Research and Ethics Review Committee prior to testing.

Apparatus.

The primary experimental apparatus was the driving simulator described for the previous research phase. Participants drove the simulated road using the steering wheel and foot pedal controls. The vehicle dynamics of the simulated vehicle represented a passenger car with a 2 litre engine and an automatic transmission. The simulated road surface was high friction corresponding to dry asphalt and scene visibility corresponded to clear daytime conditions. Three driving scenarios were created: an "as-is" or standard representation of the 25 km study road; a scenario with perceptual countermeasures added; a scenario with explicit (attentional) speed restrictions added. Each of these three scenarios contained representative traffic densities (approximately 14,000 vehicles per day) modelled using information from traffic counts and video recordings of the study road. In addition, a 7 km practice scenario with reduced traffic levels was created from a short section of the "as-is" scenario to allow the participants to familiarise themselves with the simulator.

Of particular interest were four locations along the road identified by the expert panel members in Phase 1 of the study (selected from road segments 2 through 5). These locations included a concealed left/right intersection, an intersection on the drivers' right, an intersection on the drivers' left, and a left/right intersection with a stop sign (which also served as the end of the driving scenarios). The perceptual countermeasures scenario featured "herringbone" road markings placed at the approach to each of the four intersections as shown in Figure 3. The herringbone road markings extended 1.5 m from the left and right edge lines with a 3 m repeat interval and were placed at the four locations shown in Table 1. The explicit attentional scenario included speed reduction signs instead of the herringbone markings at three of the locations indicated in Table 1, with signs indicating a return to open road speeds after the intersections. At location 4, which already contained a speed reduction sign for all conditions, the attentional scenario introduced a warning sign prior to the intersection stop.

		Table 1		
Scenario	Location 1	Location 2	Location 3	Location 4
Standard	300m downhill curve approach to concealed left/right intersection, followed by 400m downhill straight leading to narrow bridge.	600m downhill approach with "s" curves to intersection on right with flush median and right- hand turn bay beginning 110 m prior.	400m straight downhill approach to gentle curve with intersection on left, left-hand turn bay beginning 50 m prior.	300 m uphill to 60 kph speed reduction sign and flush median treatment, 420 m straight downhill to intersection with stop sign.
Perceptual	150m herringbone placed 270 m before intersection (ending 120 m prior) and 300m herringbone placed 100 m after intersection, ending at bridge.	300 m herringbone placed 410 prior to intersection (ending 110 prior).	300 m herringbone placed 410 prior to intersection (ending 110 prior).	280 m herringbone placed 418 prior to intersection (2 0 m after speed change sign) ending 138 m prior to intersection.
Attentional	80 kph speed sign placed 270 m before intersection, 100 kph speed sign placed 500 m after intersection (end of bridge).	80 kph speed sign placed 410 m before intersection, 100 kph speed sign placed 25 m after intersection	80 kph speed sign placed 410 m before intersection, 100 kph speed sign placed 25 m after intersection.	"Stop ahead" warning sign placed 230 prior to intersection.

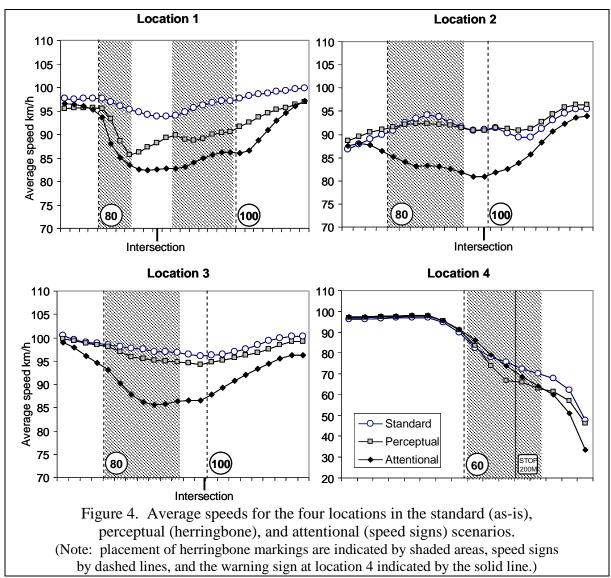


Procedure.

In the within-subjects experimental design employed, each participant drove the three driving scenarios across two 1-hr experimental sessions. During the first session each participant was asked to complete a brief questionnaire containing demographic questions (age, gender, etc.) and 28 questions about their driving habits. The 28-item survey, known as the Manchester Driver Behaviour Questionnaire (DBQ), categorises driver behaviour in terms of errors, lapses, and violations and has been found to be a good predictor of crash involvement (Reason, et. al., 1990; Parker, Reason, Manstead, & Stradling 1995). The questionnaire booklet completed by the participants is shown in Appendix B. Participants were also asked whether they required corrective lenses to drive, and if so, to wear them during the experiment. Then the participants were given instructions about the driving task and allowed to drive the practice scenario. After driving the practice scenario, the participants drove one of the three comparison scenarios, and during the second session (between 1 and 7 days later) drove the remaining two scenarios.

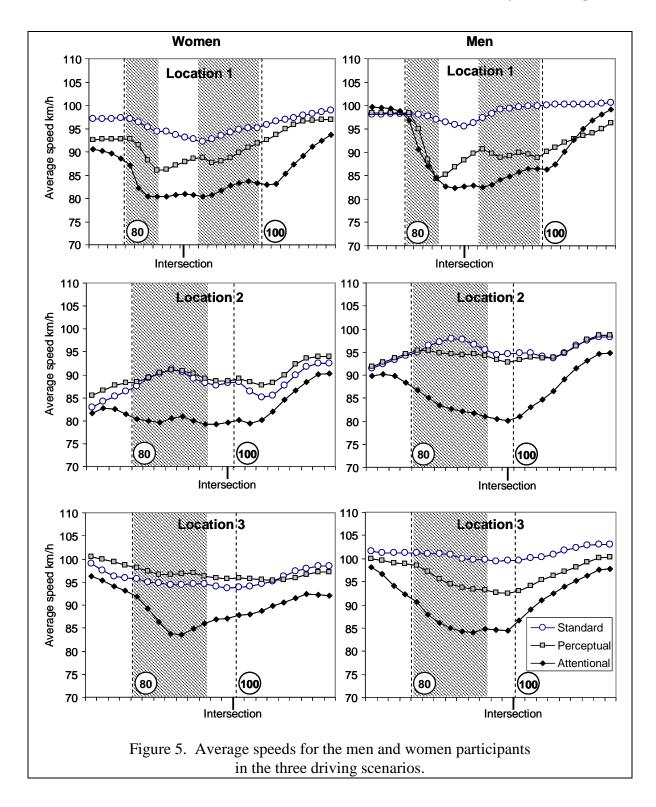
Results.

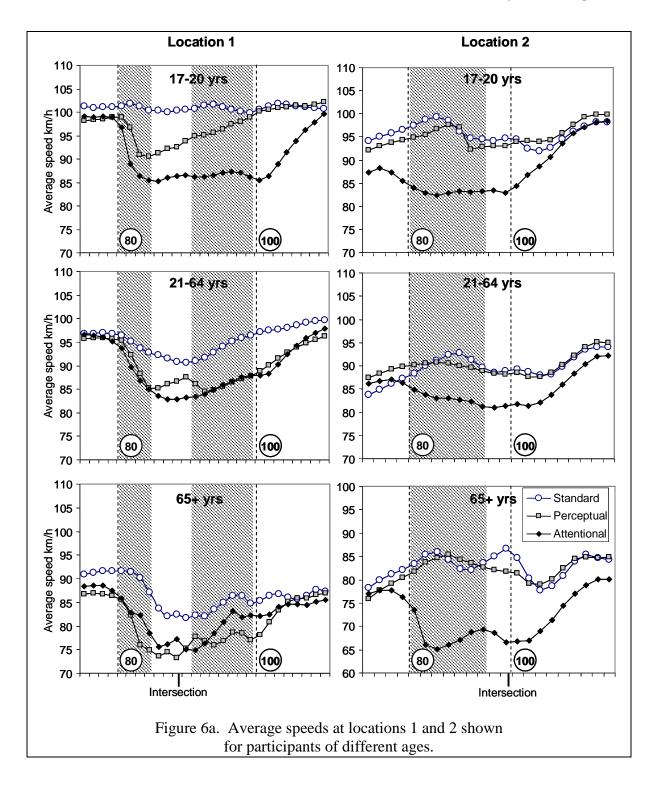
Shown in Figure 4 are the average speeds for the standard (as-is), perceptual (herringbone road markings), and attentional (speed restriction signs) scenarios. As can be seen, both the herringbone road markings and the explicit speed restriction signs reduced the participants' speeds at the approach to the concealed left/right intersection (location 1), as compared to the as-is scenario. In contrast, the attentional scenario also produced reduced speeds at the right intersection (location 2) and left intersection (location 3), while the average speeds under the perceptual scenario were only slightly lower than the as-is scenario. At the stop intersection (location 4), the average approach speeds appeared more or less equivalent for the three scenarios.

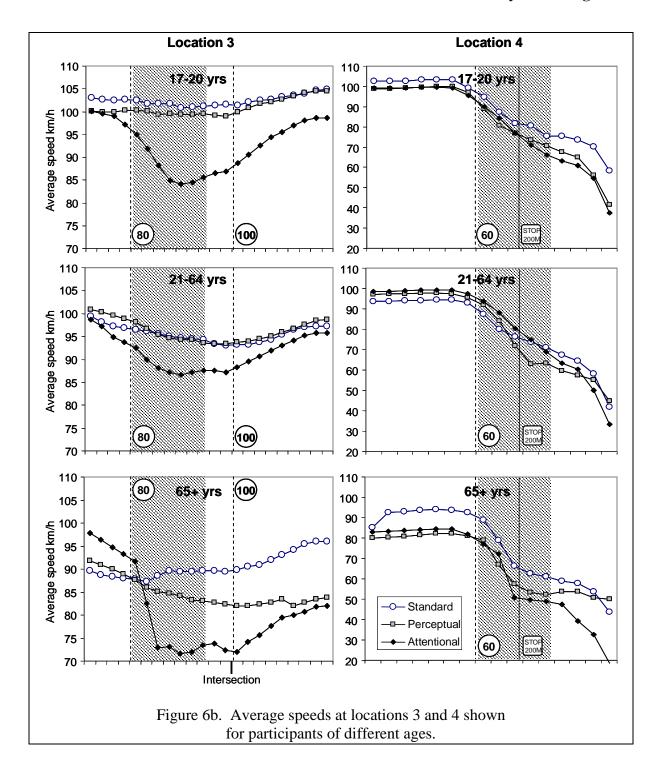


Interestingly, the effect of the perceptual scenario was different for the men and women participants. As shown in Figure 5, the herringbone road markings appeared to produce a greater reduction in the men's speeds than it did for the women's speeds at locations 1, 2, and 3. At location 1, the speed reduction signs in the attentional scenario produced roughly equivalent reductions in men's and women's speeds, while the herringbone markings produced an initial reduction in the men's speeds, to even a slower speed than that of the women, even though the men's average speed was higher at the approach point during that scenario. While the men drove at generally higher speeds than the women during the standard scenario, as shown at locations 2 and 3, their speeds under the speed restrictions of the attentional scenario were approximately equal. Of particular interest, however, was the finding that the herringbone road markings of the perceptual scenario produced reductions in the men's speeds (particularly at location 3) when they had no apparent effect on the women's speeds. While this could be attributed to the fact that the women were already driving slower through the curves on the approach to the intersection in location 2, at location 3 the herringbone treatment resulted in men's average speeds being slower than the women's even though their approach speeds were equivalent.

As can be seen in Figures 6a and 6b, the participants' ages also influenced their speeds and the magnitude of the perceptual and attentional treatments' effects. The eight drivers aged 17 to 20 tended to drive faster through all three scenarios than the other drivers, particularly compared to the four drivers aged 65 or older who showed the slowest average speeds throughout all three scenarios. Of note though is the finding that the herringbone markings at location 1 slowed the older drivers' speeds to a magnitude equivalent to the speed reduction signs at that location. It can also be seen that those older drivers also reduced their speeds at that location under the as-is scenario, although not to the degree afforded by the perceptual or attentional scenarios. At location 2, the herringbone markings had little or no differential effect on drivers of different ages, but at location 3, the herringbone markings once again produced the greatest reduction for the older drivers. At location 4, the older drivers tended to drive more slowly under the perceptual and attentional scenarios than the as-is scenario, through the approach as well as the treatment areas.







Statistical analysis of the participants' reduction in speed across the three scenarios using a repeated-measures analysis of variance revealed a significant main effect of treatment type $F_{(2, 28)} = 32.117$, p < .001, and a significant treatment by gender interaction $F_{(2, 28)} = 3.557$, p < .05. The analysis also showed a significant effect of location on the

participants' reduction in speed $F_{(2, 28)} = 24.158$, p < .001, but did not indicate any significant higher-order interactions of location with treatment or gender. Pearson correlations computed on the data indicated a significant negative correlation between participants' age and their speed in the driving simulator (r = -.492, p < .01) indicating that driving speeds declined with age. The analysis also indicated that the participants' reported number of crashes in the past year was positively correlated with their reported kilometres driven per week (r = .594, p < .001). Analysis of the participants' responses to the DBQ showed significant correlations between their reported crashes and their violations score (r = .542, p < .01), error score (r= .484, p< .01), lapse score (r = .466, p< .01) and aggressive violation score (r=3.75, p < .05). Analysis of variance indicated significant differences between the men and women participants' DBQ error scores, $F_{(1,29)} = 6.776$, p < .01, and lapse scores, $F_{(1,29)} = 4.567$, p < .05), with the women reporting more errors and lapses than the men.

Discussion

The principal aim of this research programme was to explore methods of identifying and modelling high-risk interactions between vehicles, roading situations, and drivers, culminating in the development of a modelling tool for road safety professionals. The work described in this paper represents the final phase of that programme, the use of highresolution video analysis and computer simulation techniques to assess issues of vehicle performance, road configurations, and driver behaviour. As demonstrated in Phase 1 of the report, the programme has been successful in producing a modelling technique with which road transport solutions can be assessed safely and economically. The modelling tool was successfully implemented and tested with a panel of experienced road safety professionals exploring the issues and treatment alternatives associated with a specific section of the state highway system. The feedback from the panel of experts was uniformly positive as regards the tool's capabilities, usability, and potential.

In the second phase of work described in the paper, candidate treatments identified by the expert panel were introduced into a simulation of the road and tested with a representative sample of drivers. The results of that test identified which treatment alternatives may produce the greatest road safety benefits at specific locations. More specifically, speed reduction signage was found to produce significantly reduced vehicle speeds at intersections known to have a history of crashes. Further, the testing demonstrated that, at two of the locations, herringbone road markings also produced reductions in drivers' average speeds. The comparison of these two treatment types, road markings designed to work at an implicit perceptual level and explicit speed reduction signage, was of particular current interest due to the hypothesised costs and benefits of the two types of approach.

The results of the testing also provided further information with which to understand and gauge the potential benefits of the approaches. For example, the relationship between the effectiveness of implicit perceptual and drivers' perceptions of safety in a particular situation can be explicitly compared by examining the age differences observed for the perceptual driving scenarios. Older drivers, known to perceive the risk in driving situations as being greater than do other road user segments (Charlton, Newman, & Baas, 2003) showed the greatest caution in approaching intersections in the as-is scenario and also displayed the greatest effects of the perceptual treatments. On the other hand, the finding that the perceptual treatment had a greater effect on male drivers than female drivers (of all ages) is difficult to reconcile with males' generally higher tolerance to driving risk. This latter finding is the first time this relationship has been reported and opens avenues for further research on the mechanisms behind perceptual countermeasures' effectiveness. Finally, the differential effectiveness of the perceptual countermeasures at the four sites tested in this study also sets the stage for further research into the road characteristics and situations most appropriate for perceptual treatments.

As regards the specific road examined in the paper, the results provide some relatively clear-cut information regarding the potential effectiveness of two treatment options. These findings will be transmitted to the road safety agencies currently considering options for this road as well as made available to other road safety professionals who may be facing similar situations elsewhere. The modelling tool and methodology will also be made available for use in assessing other situations and potential treatments in New Zealand.

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Appendix A

Phase 1 Expert Panel Workbook



Expert Panel Workbook



Welcome to the

Driver-Vehicle Interaction Study

The purpose of the study is to develop a planning and evaluation tool for road safety and engineering professionals in NZ.

We are asking our expert panel of advisors to:

1) Try out the tool by using it to assess an actual road in the NZ state highway network,

2) Answer several multi-choice questions about the road and possible remedial treatments, and

3) Provide a short assessment of the usefulness and potential effectiveness of the tool.

Treatments recommended by the expert panel will be incorporated into the tool and a representative sample of drivers will be asked to "drive" the road in the simulator to gauge the effectiveness of the remedial treatments

All information you provide will be treated in the strictest confidence and if you have any questions feel free to ask us. You can withdraw from the study at any time.

Thank you in advance for your participation.

Dr. Samuel G. Charlton, Project Supervisor

Background Demographics

How many years of experience do you have in the transport engineering or road safety sector? _____ yrs

How many kilometres do you drive in an average week? (approximately) _____ km

What is your job title ? _____

What is your gender? M F (circle one)

Road familiarity question.

Please rate your familiarity with this section of road (SH2 between Katikati & Bethlehem).

1 – Very, very familiar; driven and thought about frequently.

2 -- Moderately familiar; drive road occasionally, some discussion.

3 – Slightly familiar; have driven and aware some problems exist.

4 – Somewhat unfamiliar; may have driven road, no discussion.

5 – Completely unfamiliar; never driven nor discussed this road.

Answer: _

Now we will try out the planning and engineering tool on five sections of the road.

You will be shown a video of each section of the road, the available crash data for each section, and be allowed drive and explore each section using a digital simulation.

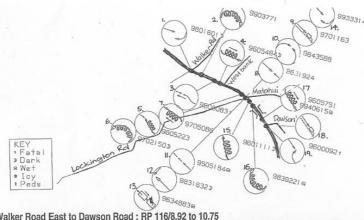
After you have explored each section of the road we will ask you several questions about the characteristics of the road and what might be done to improve it.

Section 1: Walker Road to Dawson Road

5 Year crash history

19 reported crashes:

4 loss of control (1 S, 2 M, 1 NI) 4 overtaking (1 F, 3 M) 3 head-on (1 M, 2 NI) 2 turning vs same direction (1 S, 1 NI) 2 crossing turning (1 M, 1 NI) 1 right turn against (F) 1 rear-end (M) 1 crossing (NI) 1 load lost/object in roadway (NI)



Wa	lker R	oad F	ast to Daws	on Bo	ad :	BP .	16/8.92 to 10.75					R	oute 4			
10.	1st Road	HOUSE HAS	Langer and an and the state of the	AXA	date	day (me movement description	causes	wot	light	wouthur	junction	control	fatal.	Sel.	
1	2/115/2.034	operant upon	WALKER BOAD EAST	S601601	27/00/98	Fri	1750 MOTOR CYCLE1 SBD on SH2 hit CAR2 tuning right onto SH2 from the MI	CAR2 failed to give way at stop sign .	Dry	Twilight	Fine	T Type Jun	Stop Sign	0	0	
2	2/116/9.238	200 E	WALKER ROAD EAST	9903771	2/06/99	Thu	1530 CAR1 EBD on SH 2 lost control turning right, hit Citif Bank	CAR1 alcohol test result unknown, medical iliness (not sudden eg flu)	Dry	Bright Sun	Fine	Unknown	Nő	0	0	
3	2/116/9.495	200 N	WESTBANK DRIVE	9500083	15/05/95	Mon	1620 CAR1 NBD on SH 2 overteking hit TRUCK2 head on	CAPs everaging line of testile or queue, overtaking deliberately in the face of oncoming testile	Dry	Overcast	Fine	Unknown	Nil	2	0	
1	2/116/9.595	100 N	WESTBANK DRIVE	9605484	6/12/96	Fri	2045 CAR1 SBD on SH 2 lost control while overtaking	CAR1 overtaking deliberately in the face of oncorning traffic, overtaking at no passing line	Dry	Dark	Fine	Unknown	Nil	0	0	
	2/116/10.054	100 N	LOCKINGTON BOAD	9605223	27/11/96	Wed	1755 CAR1 NBD on SH 2 lost control on straight and hit TRUCK2 head on	politikon	Dry	Overcast	Fine	Unknown	Nil	0	0	
-	2/116/10.064	100 N	LOCKINGTON BOAD	9702150	10/05/97	Sat	200 VAN1 NBD on SH 2 lost control turning left, ht Citif Bank, Traffic Sign	VAN1 alcohol suspected	Dry	Dark	Fine	Unknown	NI	0	0	
-	2/116/10.054	100 N	MATAHUI ROAD	9705086	20/12/97	Std	1000 CAR1 NBD on SH 2 lost control while overtaking, went Over Bank, Fenon, Tree	CAR1 overtaking: ENV: road slippery (loose material on seal)	Dry	Overcast	Fine	Unknown	NI	0	0	
	2/116/10.154		LOCKINGTON ROAD	9631924	17/03/96	Sun	1130 CAR1 SBD on SH 2 hit CAR2 headon on straight		Dry	Bright Sun	Fine	T Type Jun	x N8	0	0	
	2/116/10.154		LOCKINGTON ROAD	9701163	18/01/97	Sal	1548 CAR1 SBD on SH 2 hit mer of CAR2 turning right from centre line	CAR1 inattentive	Dry	Bright Sun	Fine	X Type Jur	stop Sign	0	2	
0	2/116/10.154		LOCKINGTON ROAD	9643588	17/03/96	Sun	1130 CAR1 SBD on SH 2 outting corner hit CAR2 head on		Dry	Bright Sun	Fine	X Type Jur	Unknown	0	0	
ī	2/116/10.154		MATAHUI ROAD	9505184	10/10/95	Tue	900 CAR1 NBD on SH 2 hit rear and of CAR2 stop/slow for queue	CAR1 institutive	Wet	Overcest	Light Rain	X Type Jur	Unimown	0	0	
2	2/116/10.154		MATAHUI ROAD	9831632	13/01/98	Tue	2030 CAR1 NBD on SH 2 hit CAR2 crossing at right angle from right		Dry	Twilight	Fine	X Type Jur	stop Sign	0	0	
3	2/116/10.154		MATAHUI ROAD	9634883	25/05/96	Sat	830 load or tester from VAN1 NED on SH2 NE CAR2. NE Obj Strown-Rispord	ENV: object deliberately thrown at or dropped on vehicle / shot at.	Wet	Overcast	Fine	X Type Jur	stop Sign	0	0	
4	2/116/10.154		MATAHUI ROAD	9033314	9/05/99	Sun	1640 MOTOR CYCLE1 SBD on SH 2 ht CAR2 turning right onto SH 2 from the left		Dry	Overcast	Fine	X Type Jur	x Stop Sign	0	0	
5	2/116/10.254	100 S	LOCKINGTON FIDAD	9001111	1/01/96	Mon	CAR1 NBD on SH 2 lost control; went off road to right	CAR1 fatigue (drowsy, tired, fell asleep)	Dry	Dark	Fine	Unknown	NE	0	1	
6	2/116/10.354	200 S	MATAHUI ROAD	9839221	27/09/98	Sun	1200 CAR1 NBD on SH 2 lost control turning right		Wet	Overcast	Ught Bain	Unknown	NI	0	0	
-	2/116/10.654	500 S	MATAHUI ROAD	9605751	23/12/96	Mon	1315 TRUCK1 SBD on SH 2 lost control while overtaking	TRUCK1 too last on straight, following too closely	Dry	Bright Sun	Fine	Unknown	NI	0	0	
-	2/116/10.802	20 N	DAWSON ROAD	9940615	28/10/09	Thu	1230 CAR1 SBD on SH 2 hit rear of CAR2 turning right from centre line	ENV: entering or leaving specialised liquor outlet	Wet	Overcast	Light Rain	Driveway	NI	0	0	
	2/11/0/10 12/5	600 N	WRIGHT ROAD	0600000			1 spin TRUCK2 turning right hit by oncoming MOTOR CYCLE1 SED on SH 2	MOTOR CYCLE1 new driver showed leaspedence. EVV: visibility liceted by temporary obstruction, writening or leaving other commondal	Dim	Gummer	Çimn	Determine		,	~	

Section 1: Walker Road to Dawson Road

Driving difficulty question. Please rate the difficulty of driving this road (for a typical driver).

1 -- Easy; No difficulty at all.
 2 -- Slightly difficult; No problems.
 3 -- Moderately difficult; Easy to do.
 4 -- Somewhat difficult; Challenging.
 5 -- Very difficult; Hard to do.
 6 -- Extremely difficult; Potentially hazardous.
 7 -- Nearly impossible; Unsafe.

Answer: _

Mental workload question Please rate the mental workload associated with this drive (for a typical driver). 1 -- No workload; Not demanding. 2 -- Little workload; Minimal demands. 3 -- Moderate workload; Easily managed. 4 -- Busy; Challenging but manageable. 5 -- Very busy; Demanding to manage. 6 -- Extremely busy; Very difficult to manage. 7 -- Overloaded; Unmanageable; Unsafe. Answer: _____

What are the most difficult (or unsafe) aspects of driving this section of road?

1.	
2.	
3.	

What specific aspects or features of the road would you change?

1.	 		
2.			
3.			
<i>.</i>		· c	``````````````````````````````````````

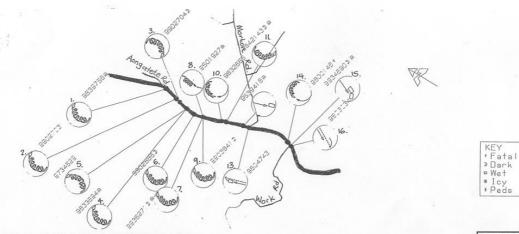
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Section 2: Aongetete to south of Works Road

5 Year crash history

16 reported crashes:

9 loss of control (4 M, 5 NI) 3 head-on (1 F, 1S, 1 NI) 2 turning vs same direction (1 S, 1 M) 2 hit parked vehicle (2 NI)



A	Aongatete Road to Works Road : RP 116/11.92 to 13.50									Route 6							
NO,	1st Road	dist di	2nd Road	Ax #	date	day	time	movement description	CRUSOS	wet	Eght	weather	junction	control	fatal	ser	- uju
1	2/116/12.079	1000 N	MORTON ROAD	9839756	4/11/98	8 Wed	810	CAR1 NBD on SH 2 lost control turning right, hit Ditch	EWV: road slippery (rain)	Wet	Overcast	Light Rain	Unknown	NI	0	0	
2	2/116/12.227	150 S	AONGATETE ROAD	9902703	19/06/99	Sat	1545	CAR1 NBD on SH 2 lost control turning right, hit Cill Bank	CAR1 too fast entering corner, lost control due to road conditions. ENV: road surface deep loose metal	Dry	Bright Sun	Fine	Unknown	NE	0	0	
3	2/116/12.277	200 S	AONGATETE ROAD	9902704	19/06/99	9 Sat	2000	CAR1 SBD on SH 2 lost control turning right, hit Cliff Bank	CAR1 too fast entering corner, lost control due to road conditions, failed to notice madworks signs, attention diverted by driver dazzled by survlights ENV: road surface deep loose metal	Diy	Dark	Fine	Unknown	NE	0	0	
4	2/116/12.377	300 S	AONGATETE ROAD	9833694	10/03/98	Tue	/ 835	CAR1 NBD on SH 2 lost control turning right		Wet	Overcast	Light Rain	Unknown	NI	Ö	0	С
	2/116/12.379	700 N	MORTON ROAD	9734629	40697	Wed	1115	CAR1 NBD on SH 2 lost control turning left, hit Cliff Bank		Dry	Bright Sun	Fine	Unknown	NEL	0	0	t
6	2/116/12.479	600 N	MORTON ROAD	9902886	21/06/99	Mon	1900	CARI NBD on SH 2 lost control turning right, hit Fence, Tree	CAR1 too fast at temporary speed limit	Dry	Dark	Fine	Unknown	NI	0	0	t
7	2/116/12.577	500 S	AONGATETE ROAD	9936271	26/06/99	Sat	1735	CAR1 NBD on SH 2 lost control turning right, hit Other		Wet	Dark	Light Rain	Unknown	NI	0	6	t
8	2/116/12.579	500 N	MORTON ROAD	9501927	10/02/95	5 Fri	810	CAR1 SBD on SH 2 lost control on straight and hit VAN2 head on	CAR1 unconverted old codes lost control - head on collision	Wet	Overcast	Fine	Unknown	NR	0	1	t
9	2/116/12.581	500 N	MORTON ROAD	9903841	28/09/99	Tue	1810	CAR1 NBD on SH 2 lost control turning right, hit Fence, Tree	CAR1 too fast entering corner ENV: signs / signals badly located	Dry	Dark	Fine	Unknown	NI	0	0	t
10	2/116/12.779	300 N	MORTON ROAD	9832665	9(03/98	3 Mon	1105	CAR1 SBD on SH 2 lost control on curve and hit CAR2 head on, hit Fence		Dry	Bright Sun	Fine	Unknown	NI	0	0	t
11	2/116/12.829	250 N	MORTON ROAD	9842143	20/01/98	Tue	2100	CAR1 SBD on SH 2 lost control turning left, hit Ditch	ENV: road slippery (rain)	Wet	Dark	Light Bain	Unknown	NE	0	0	t
12	2/116/13.019	60 N	MORTON ROAD	9539418	19/09/95	Tue	925	CAR1 SBD on SH 2 hit parked veh, hit Vehicle		Wet	Overcast	Light Rain	Unknown	NE	0	0	t
13	2/116/13.079		MORTON ROAD	9604743	23/10/96	5 Wed	804	CAR1 NBD on SH 2 hit rear of CAR2 turning right from centre line	CAR1 overtaking line of traffic or queue	Dry	Bright Sun		T Type Junctic	Stop Sign	0	0	t
14	2/116/13.531	50 N	WORK ROAD	9800146	17/08/98	8 Mon	1815	CAR1 SBD on SH 2 lost control on curve and hit VAN2 head on	CARH too far lettilight, lost control while returning to seal from unsealed shoulder	Dry	Bright Sun		Urknown	NI	5	1	
15	2/116/13.579	500 S	MORTON ROAD	9934690	5/05/99	3 Sat	2130	CAR1 SBD on SH 2 hit accident or broke down CAR2 hit Vehicle		Wet	Dark	Light Rain	Unknown	NI	0	0	t
16	2/116/13.581		WORK ROAD	9803034	3/09/98	8 Thu	1530	MOTOR CYCLE1 SBD on SH 2 overtaking hit CAR2 turning right	MOTOR CYCLE1 overtaking at no passing line, overtaking vehicle signaling right turn	Dry	Bright Sun	1	T Type Junctic	NE	0	1	ľ

Section 2: Aongetete to south of Works Road

Driving difficulty question. Please rate the difficulty of driving this road (for a typical driver).

1 -- Easy; No difficulty at all.
 2 -- Slightly difficult; No problems.
 3 -- Moderately difficult; Easy to do.
 4 -- Somewhat difficult; Challenging.
 5 -- Very difficult; Hard to do.
 6 -- Extremely difficult; Potentially hazardous.
 7 -- Nearly impossible; Unsafe.

Answer:

Mental workload question Please rate the mental workload associated with this drive (for a typical driver). 1 -- No workload; Not demanding. 2 -- Little workload; Minimal demands. 3 -- Moderate workload; Easily managed. 4 -- Busy; Challenging but manageable. 5 -- Very busy; Demanding to manage. 6 -- Extremely busy; Very difficult to manage. 7 -- Overloaded; Unmanageable; Unsafe. Answer: _____

What are the most difficult (or unsafe) aspects of driving this section of road?

1.	
2.	
3.	

What specific aspects or features of the road would you change?

1.	 	 	
2.			
3.			
			``````````````````````````````````````

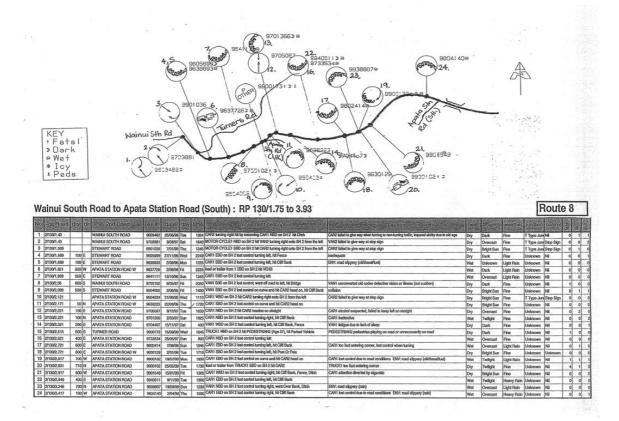
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## Section 3: Wainui South Road to south of Apata Station South

5 Year crash history

24 reported crashes:

13 loss of control (1F, 1 S, 5 M, 6 NI) 4 head-on (1 F, 2 S, 1 NI) 3 crossing turning (2 S, 1 M) 1 right turn against (S) 2 load lost/object in roadway (1F, 1 M) 1 pedestrian (F)



# Section 3: Wainui South Road to south of Apata Station South

Driving difficulty question. Please rate the difficulty of driving this road (for a typical driver).

1 -- Easy; No difficulty at all.
 2 -- Slightly difficult; No problems.
 3 -- Moderately difficult; Easy to do.
 4 -- Somewhat difficult; Challenging.
 5 -- Very difficult; Hard to do.
 6 -- Extremely difficult; Potentially hazardous.
 7 -- Nearly impossible; Unsafe.

Answer:

Mental workload question Please rate the mental workload associated with this drive (for a typical driver). 1 -- No workload; Not demanding. 2 -- Little workload; Minimal demands. 3 -- Moderate workload; Easily managed. 4 -- Busy; Challenging but manageable. 5 -- Very busy; Demanding to manage. 6 -- Extremely busy; Very difficult to manage. 7 -- Overloaded; Unmanageable; Unsafe. Answer: _____

What are the most difficult (or unsafe) aspects of driving this section of road?

1	
2.	
3.	
-	

What specific aspects or features of the road would you change?

1.			 
2			
2. <u>-</u>			
3.	 		 
		1 1 6 1	

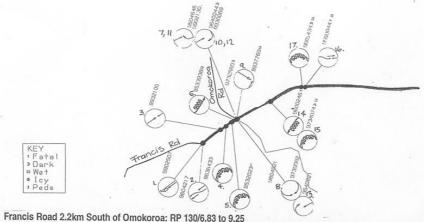
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#### Section 4: Francis Road to South of Omokoroa

5 Year crash history

## 17 reported crashes:

6 loss of control (1 F, 2 S. 2 M, 1 ni) 2 overtaking (1 F, 1 M) 2 head-on (2 NI) 1 turning vs same direction ( S) 3 crossing turning (3 NI) 2 right turn against (2 S) 1 crossing (NI)



Route 10

40.	1st Road	dist di	2nd Road	Ax #		day		movement description	causes	wet	light	weather	junction	control	atal	60L	- Li
1	2/130/6.42	15 S	FRANCIS ROAD	9902507	31/05/99	Mon	1730	CAR1 NBD on SH 2 hit rear of CAR2 turning right from centre line	CARI fallgue due to lack of sleep	Dry	Bright Sun	Fine	T Type Jun	Stop Sign	9	1	R
2	2/130/6.425	20 S	FRANCIS ROAD	9604217	17/06/96	Mon	1630	CAR1 NBD on SH 2 changing lanes/overtaking to right hit CAR2 hit Vehicle	CAPIT alcohol suspected	Dry	1.0.0		Unknown	Lui Cign	0	-	
3	2/130/6.654	200 N	OMOKOROA ROAD	9932100	2/03/96	Tué	1530	CAR1 SBD on SH 2 hit OTHER2 headon on straight		Dry	Bright Sun	Fine	Unknown	PHS .	0	0	
4	2/130/6.724	130 N	OMOKOROA ROAD	9636433	1/07/96	Mon	1250	CAR1 NBD on SH 2 lost control turning left		Dry	Bright Sun	Fine	Unknown	PEE	0	0	
5	2/130/5.794	60 N	YOUNGSON ROAD	9532023	13/01/95	Fri	600	CAR1 NBD on SH 2 lost control turning left	1. The second	Wet	Overcast	Light Rain	Unknown	ALC: NO	0	0	-
6	2/130/6.834	20 N	YOUNGSON ROAD	9533938	10/06/95	Sat	840	CAR1 SBD on SH 2 lost control; went off road to left, hit Parked Vehicle		Wet	Bright Sun	Fine	T Type Jun	All	0	0	-
7	2/130/6.854		OMOKOROA ROAD	9504646	10/02/95	Fri	1235	CAP2 turning right hit by oncoming CAR1 SBD on SH 2	ENV: Visibility Writed by creat CAVic accord Subjected, tated to give way when turning to non-turning traffic	Der	-	Fine				-	
8	2/130/6.854		OMOKOROA ROAD	9739082	3/10/97	Fri	,1620	CAR1 NBD on SH 2 cutting comer hit CAR2 head on	EW/: stolen vehicle	Dry	Bright Sun	Fine	T Type Jun T Type Jun		0	0	
9	2/130/6.854		OMOKORDA ROAD	9732569	13/04/97	Sun	1905	CAR1 WBD on OMOKOROA ROAD Nt CAR2 crossing at right angle from right		Dry	Twlight	Fine	Multi Rd Jo		0	-	-
10	2/130/6.854	_	OMOKOROA ROAD	9640044	30/08/96	Fri	1900	CAR1 SBD on SH 2 hit CAR2 turning right onto SH 2 from the loft		Dry	Dark	Fine	T Type Jun		0	0	0
11	2/130/6.854		OMOKORDA ROAD	9902130	1/05/99	Sat	1920	CAR2 turning right hit by encoming CAR1 SBD on SH 2	CAR1 dish1 signal in time incorrect signal CAR2 alcohol suspected, failed to give way when turning to non-turning stallic, misjudged intentions of other party	Wet	Dark	Light Rain	T Type Jun		0	0	
	2/130/6.854		OMOKOROA ROAD	9930069	11/01/99	Mon	1630	CAR1 SBD on SH 2 hit CAR2 turning right onto SH 2 from the left		Dry	Overcast	Fine	T Type Jun		0	-	
	2/130/6.854		YOUNGSON ROAD	9540821	19/11/95	Sun	1120	CAR1 WBD on SH 2 hit CAR2 turning right onto SH 2 from the left		Dry	Bright Sun	and the second s	T Type Jun		0		-
	2/130/7.254	400 S	YOUNGSON ROAD	9600246	31/12/96	Tue	735	CAR1 NBD on SH 2 lost control; went off road to left, hit Cliff Bank	CAR1 latigue due to lack of sleep	Dry	Overcast	Fine	Unknown	Land and a share			
15	2/130/7.254	400 S	YOUNGSON ROAD	9734074	2/06/97	Mon	1940	CAR1 WBD on SH 2 lost control turning left, hit Post Or Pole		Wet	Dark	Light Rain	Unknown	ren .	1	- 2	-
16	2/130/7.654	800 S	OMOKOROA ROAD	9500044	11/03/95	Sat	1200	CAR1 SBD on SH 2 overtaking hit TRUCK2 head on	caugh line	Wet	Overcast	Light Rain	Unknown	Pell .	0	0	
17	2/130/8.055	1200 N	OMOKOROA STATION BOA	9605434	13/12/96	Fri		CARLI SBD on SH 2 lost control turning right, hit Citt Bank	CARI alcohol suspected	Wet	Dark		Unknown	rea	1	1	2

### Section 4: Francis Road to South of Omokoroa

Driving difficulty question. Please rate the difficulty of driving this road (for a typical driver).

1 -- Easy; No difficulty at all.
 2 -- Slightly difficult; No problems.
 3 -- Moderately difficult; Easy to do.
 4 -- Somewhat difficult; Challenging.
 5 -- Very difficult; Hard to do.
 6 -- Extremely difficult; Potentially hazardous.
 7 -- Nearly impossible; Unsafe.

Answer: _

Mental workload question Please rate the mental workload associated with this drive (for a typical driver). 1 -- No workload; Not demanding. 2 -- Little workload; Minimal demands. 3 -- Moderate workload; Easily managed. 4 -- Busy; Challenging but manageable. 5 -- Very busy; Demanding to manage. 6 -- Extremely busy; Very difficult to manage. 7 -- Overloaded; Unmanageable; Unsafe. Answer: _____

What are the most difficult (or unsafe) aspects of driving this section of road?

1.	
2.	
3.	

What specific aspects or features of the road would you change?

1.			 
2			
2. <u>-</u>			
3.	 		 
		1 1 6 1	

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Section 5: Loop Road to Clarke Road

5 Year crash history

27 reported crashes:

10 loss of control (1 M, 9 NI) 4 head-on (2 S, 1 M, 1 NI) 1 turning vs same direction (NI) 2 right turn against (2 NI) 2 rear-end (1 S, 1 NI) 4 crossing (1 S, 2 M, 1 NI) 2 load lost/object in roadway (2 NI) 1 manoeuvring (NI) 1 collision with obstruction (NI)

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		Clarke Ro	od: DD	100/40	52		Agente and a farmer				B	oute	13
Loop Ro	bad to	Glarke hu	au: hP	130/13	.52	10 13:23	27. e74: 508 27.					outo	10
Loop Ro	I CONTRACTOR	COMPLEX CONTRACTOR	AX*	date day	time	movement description	Causes	well	light.	weather	FRESSER F	control	fatal ser %
No. 1st Road	1 dist di 200 E	2nd Road	-	2202/2020 02354	bime 1555	movement description VAN NBD on SH2 hit neur of CAF2 turning right from centre line	The second s	weit	light.	weather	junction	Constants a	lete o
No. 1st Road 1 2/1403.382 2 2/1403.412	1 0131 01 200 E 250 E	2nd Road	9839409 9841620	date day 3008/98 Sun 27/12/98 Sun	1555 745	movement description VAN NED os SH 2 ht new of CAR2 taning right from centre line CAR1 EBD on SH 2 lost control taning left	COUSES EIV: entering or leaving other commercial	1000	- HERRICK	24 Car (312)	junction Driveway Unknown	control	0 0 19tal
No. 1st Road 1 2/140/3.382 2 2/140/3.412 3 2/140/3.424	1 (CIST d) 200 E 250 E 450 N	LOOP ROAD LOOP ROAD LOOP ROAD TE PUNA ROAD	9839409 9841620 9802225	date day 30/06/98 Sun 27/12/98 Sun 6/06/98 Sat	/ bim e 1555 745 2240	movement description VMH NBO on SH 2 htt murd CAP2 turing (dr. flom cente line CAP3 EBD on SH 2 htt control turing (dr. VOIDTOTOTOTICS I STOR STOR and CAP2 ropped moving servity	CarUSIOS	Dry Dry Dry	Overcast Overcast Dark	Fine Fine Fine	Junction Driveway Unknown Ursknown	Control Nil Nil	0 0 0 1913
Vo. 1st Poad 1 2/1403.382 2 2/1403.412 3 2/1403.424 4 2/1403.474	1 0191 01 200 E 250 E 450 N 400 W	2nd Flored LOOP ROAD LOOP ROAD TE PUNA ROAD TE PUNA ROAD	9839409 9841620 9802225 9635952	date day 3008/98 Sun 27/12/98 Sun 6/06/98 Sut 14/06/96 Fil	1555 745 2240 1425	NOVEMENT CHESCIPTION VAN NED on SH 21% ner of CAV2 tambg sigt into cente line CAV5 EBD on SH 2 ket centre lang laft MUTCH CAV2.ES SED on SH 24 M mer and CAV2 respectivoirg skety and table from VAN EBD on SH 21% CAV2 and table from VAN EBD on SH 21% CAV2	COUSES EIV: entering or leaving other commercial	Dry Dry Dry Dry	Overcast Overcast Dark Bright Sun	Fine Fine Fine Fine Fine	Driveway I Unknown I Unknown I Unknown I	Control Ni Ni Ni Ni Ni	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
No. 131 Fload 1 2/1403.382 2 2/1403.412 3 2/1403.424 4 2/1403.424 5 2/1403.814	1 (Jist di 200 E 250 E 450 N 400 W 60 W	LOOP ROAD LOOP ROAD LOOP ROAD TE PUNA ROAD TE PUNA ROAD TE PUNA ROAD	AX # 9839409 9841620 9802225 9635952 9739682	date day 3008/98 Sun 27/12/98 Sun 6/06/98 Sut 14/06/96 Fit 25/10/97 Sut	birne 1555 745 2240 1425 1445	MOVENIENT GESCHUNG VAN NED on SH 2 hit mer d CM2 turing (gift fors certis line CA11 BIO on SH 2 hit mer d CM2 turing (gift fors certis line VAN THE Con SH 2 has the fors of CM2 turing device and or tain from VAN EEO on SH 2 hit mer de CM2 NH EEO on SH 2 ch CM2 publicity public Mer tain for VAN EEO on SH 2 hit CM2.	CLUSOC DW. entering or leaving other commercial MOTOR CYCLEF alcohol surgected, two fast entering comer	Dry Dry Dry Dry Dry Dry Dry	Overcast Overcast Dark Bright Sun Bright Sun	Fine Fine Fine Fine Fine Fine	junction Driveway Unknown Unknown Unknown Unknown	Control Nil Nil Nil Nil Nil	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
No. 131 Float 1 2/1403.382 2 2/1403.412 3 2/1403.424 4 2/1403.424 5 2/1403.814 5 2/1403.814 6 2/1403.824	1 0191 01 200 E 250 E 450 N 400 W	LOOP ROAD LOOP ROAD LOOP ROAD TE PUNA ROAD TE PUNA ROAD TE PUNA ROAD MINDEN ROAD	9639409 9841620 9802225 9635952 9739682 9833402	date day 3008/96 Sun 27/12/96 Sun 6/06/96 Sat 14/06/96 Fil 25/10/97 Sat 4/04/99 Sun	1555 745 2240 1425 1445 1050	VAN 1400 on 5H 2 hit was all CHV2 taming dy't from certe line CAN 1400 on 5H 2 hit was all CHV2 taming dy't from certe line CAN 1400 on 5H 2 hit control taming left MC/OK 1CCL1 1500 on 5H 2 hit CHV2 supportioning storely and in hit with mVX table 00 on 5H 2 hit CHV2 VAN 1500 on 5H 2 hit CHV2 parking/unarking CHV2 taming dy'th it woorsing CHV1 EE0 on 5H 2	CODING: DNV entering of kaving of the commental WOTOR CPCLET also due commental DNV: entering or leaving private bases / form	Dry Dry Dry Dry Dry Dry Dry Dry	Overcast Overcast Dark Bright Sun Bright Sun Bright Sun	Fine Fine Fine Fine Fine Fine	IURCEON Driveway Uniscown Uniscown Uniscown Uniscown Driveway	Control Ni	
No. 131 Fload 1 2/140/3.382 2 2/140/3.412 3 2/140/3.424 4 2/140/3.424 5 2/140/3.474 5 2/140/3.824 7 2/140/3.874	1 (Jist di 200 E 250 E 450 N 400 W 60 W	LOOP ROAD LOOP ROAD TE PUNA ROAD TE PUNA ROAD TE PUNA ROAD TE PUNA ROAD MINDEN ROAD MINDEN ROAD	AX 8 9839409 9841620 9802225 9635952 9739682 9833402 9601259	date day 3006/96 Sun 27/12/96 Sun 6/06/96 Sut 14/06/96 Frf 25/10/97 Sut 4/04/99 Sun 31/01/96 Wed	1555 745 2240 1425 1445 1050 1722	MOVENIENT GOSCIPLON VAN NED on SH 2 hit mar & CH22 turing dart from cerets like CART EBD on SH 2 hit mar & CH22 turing dart from cerets like VAN NED on SH 2 hit mar & CH22 turing dart from cerets like VAN HED on SH 2 hit CARP, advanced and CH22 supporting lawly land or tained how VAN EBD on SH 21 htt CH22 VAN EBD on SH 2 htt CARP, advanced and CH22 supporting lawly CH2 turing graft hit by accoming CH1 EBD on SH 2 CH24 turing graft hit by accoming CH1 EBD on SH 2	Counters DMV antalog of leaving offer commercial MOTCH CYCLE1 alloyde supported, two but energy comer BMV: instanlog or leaving private house / farm	Dry Dry Dry Dry Dry Dry Dry Dry	Overcast Overcast Dark Bright Sun Bright Sun Bright Sun Bright Sun	Fine Fine Fine Fine Fine Fine Fine	IURCEON Driveway Unincown Unincown Unincown Unincown Driveway X Type June	Control Nil Nil Nil Nil Nil Nil Nil Nil Nil Ni	
NO.         ISL Float           1         2/1403.412           2         2/1403.412           3         2/1403.424           4         2/1403.424           5         2/1403.824           5         2/1403.824           7         2/1403.824           7         2/1403.824           8         2/1403.874	1 (Jist di 200 E 250 E 450 N 400 W 60 W	2nd Road LOOP ROAD LOOP ROAD TE PUNA ROAD TE PUNA ROAD TE PUNA ROAD MINDEN ROAD MINDEN ROAD MINDEN ROAD	AX 8 9839409 9841620 9802225 9635952 9739682 9833402 9601259 9904236	date day 3006/36 Sun 27/12/36 Sun 6/06/36 Sat 14/06/36 Sat 15/10/37 Sat 4/04/39 San 31/01/36 Wed 15/11/36 San	bime 1555 745 2240 1425 1445 1050 1722 825	VAN NED on SH 2 News of CAV2 tuning dyl time certer line CAV1 BIO on SH 2 ten certer CAV2 tuning dyl time certer line CAV1 BIO on SH 2 ten certer lane dri CAV2 supportinneng story work SH 2 ten CAV2 parking under SH 2 ten CAV2 VAV1 BIO on SH 2 ten CAV2 parking understar CAV1 NBI On SH 2 ten CAV2 parking understar CAV1 NBI ON SH 2 ten CAV2 parking understar CAV1 NBI ON INFOLVEN CAV2 SH 2 ten CAV2 CAV1 NBI ON INFOLVEN CAV2 SH 2 ten CAV2 CAV2 SH 2 ten CAV2 SH 2 ten CAV2 SH 2	CODING: DNV entering of kaving of the commental WOTOR CPCLET also due commental DNV: entering or leaving private bases / form	Dry Dry Dry Dry Dry Dry Dry Dry Dry	Overcast Overcast Dark Bright Sun Bright Sun Bright Sun Bright Sun Bright Sun	Fine Fine Fine Fine Fine Fine Fine Fine	Lunction Driveway Unknown Unknown Unknown Driveway X Type Jun X Type Jun	Control Ni Ni Ni Ni Ni Ni Ni Stap Sign Stap Sign	
No. 151 Post 1 2/1403.382 2 2/1403.412 3 2/1403.424 4 2/1403.424 5 2/1403.814 6 2/1403.824 8 2/1403.824 9 2/1403.874	1 (Jist di 200 E 250 E 450 N 400 W 60 W	2010 Fload LOOP ROAD LOOP ROAD TE PUNA ROAD TE PUNA ROAD TE PUNA ROAD MINDEN ROAD MINDEN ROAD MINDEN ROAD TE PUNA ROAD TE PUNA ROAD	9639409 9841620 9902225 9902225 9739682 9933402 9601259 9804236 9804236	Claite. Clay 3006/96 Sun 27/12/96 Sun 6/06/96 Sat 14/06/96 Fit 25/10/97 Sat 4/06/99 Sun 31/01/96 Wed 15/11/98 Sun 50/05/96 Tue	Lime 1555 745 2240 1425 1445 1050 1722 825 2145	MOVIMENT GOOST (2014) WAY NO on SH 2 hit mar & CM2 turing dark time cerets like CA11 EBO SH 2 hit control turing like WOVIM COULD END SH 2 hit mar and CM28 appeditioning skely and or table from VM1 EBO on SH 22 hit mar and CM28 appeditioning skely WH EBO SH 2 Lick CM28 paidulg turing shelp CM28 turing dash this y according CM1 EBO on SH 2 CM28 turing dash this y according CM28 turing and plan tagka tioning WUVIM COLSE INVECTION DNA WIVIC COUNCIL serious at inget apped hom right WUVIM COLSE INVECTION DNA WIVIC COUNCIL serious at inget apped hom right WUVIM COLSE INVECTION DNA WIVIC COUNCIL serious at inget apped hom right WUVIM COLSE INVECTION DNA WIVIC COUNCIL serious at inget apped hom right WUVIM COLSE INVECTION DNA WIVIE COUNCIL serious at inget apped hom right WUVIM COLSE INVECTION DNA WIVIE COUNCIL serious at inget apped hom right WUVIM COLSE INVECTION DNA WIVIE COUNCIL serious at inget apped hom right WUVIM COLSE INVECTION DNA WIVIE COUNCIL serious at inget apped hom right WUVIM COLSE INVECTION DNA WIVIE COUNCIL serious at inget apped hom right WUVIM COLSE INVECTION DNA WIVIE COUNCIL serious at inget apped hom right WUVIM COLSE INVECTION DNA WIVIE COUNCIL serious at inget apped hom right WUVIM COLSE INVECTION DNA WIVIE COUNCIL serious at inget apped hom right WUVIM COLSE INVECTION DNA WIVIE COUNCIL serious at inget apped hom right WUVIM COLSE INVECTION DNA WIVIE COUNCIL serious at inget apped hom right WUVIM COLSE INVECTION DNA WIVIE COUNCIL SERIES AND HOM RIGHT WUVIM COUNCIL SERIES AND HOM RIGHT AND H	COLUMN DRV: entening of learning offer commencial MOTOR CHCLEF laborist sequences, two faut memory comm? DRV: entening or learning priorite house / Sem CMO2 balled to give may at step sign	Dry Dry Dry Dry Dry Dry Dry Dry Dry Wet	Overcast Overcast Dark Bright Sun Bright Sun Bright Sun Bright Sun Bright Sun Bright Sun Dark	Fine Fine Fine Fine Fine Fine Fine Fine	Lunction Driveway Unknown Unknown Unknown Driveway X Type Jun X Type Jun X Type Jun	Control Nil Nil Nil Nil Nil Nil Nil Nil Nil Stop Sign St	
No. 151 Post 2 2/1403.822 2 2/1403.424 3 2/1403.424 4 2/1403.474 5 2/1403.814 6 2/1403.874 7 2/1403.874 9 2/1403.874 9 2/1403.874 10 2/1403.874	1 (Jist di 200 E 250 E 450 N 400 W 60 W	2nd Road LOOP ROAD LOOP ROAD TE PUNA ROAD TE PUNA ROAD TE PUNA ROAD MINDEN ROAD MINDEN ROAD MINDEN ROAD TE PUNA ROAD TE PUNA ROAD	9639409 9641620 9602225 9635952 9739682 9633402 9601259 9804236 9601259 9804236 9533941 9703480	Clate         Clay           3008/96         Sun           27/12/96         Sun           6/06/96         Sat           14/06/96         Fri           25/10/97         Sat           4/06/96         San           31/01/96         Wed           52/10/97         Sat           4/06/98         San           31/01/96         Wed           52/10/97         Sat           18/06/97         Wed	Lime 1555 745 2240 1425 1445 1050 1722 825 2145 2245	MOVINENT Closes plann WAN NED on SH 2 his new of CM2 timing digit from cases like CART BBO on SH 2 kin control taming like WAN CLOSE AND A CLOSE SHA mark and CM2R appeditioning skely and or bains how WAN EBD on SH 2 la CM2R CART BBO on SH 2 la CM2 parking increasing CART BBO on SH 2 la CM2 parking language CART BBO on SH 2 la CM2R control QUAL EDD on SH 2 CART BBO on SH 2 la CM2R control QUAL EDD on SH 2 CART BBO on SH 2 la CM2R control QUAL EDD on SH 2 CART BBO on SH 2 la CM2R control QUAL EDD on SH 2 CART BBO on SH 2 la CM2R control QUAL EDD on SH 2 CM1 BBO on SH 2 la CM2R control QUAL EDD on SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 CM2R BBO on SH 2 CM2R BBO on SH 2 LA CM2R control QUAL EDD from SH 2 CM2R BBO on	Counters DMV antalog of leaving offer commercial MOTCH CYCLE1 alloyde supported, two but energy comer BMV: instanlog or leaving private house / farm	Dry Dry Dry Dry Dry Dry Dry Dry Wet Wet	Overcast Overcast Dark Bright Sun Bright Sun Bright Sun Bright Sun Bright Sun Bright Sun Dark Dark	Fine Fine Fine Fine Fine Fine Fine Fine	Junction Driveway Uninzown Uninzown Uninzown Uninzown Driveway X Type Jun X Type Jun X Type Jun X Type Jun	Control Nil Nil Nil Nil Nil Nil Nil Nil Nil Stop Sign St	
No. 151 Poet 2 2/1403.382 2 2/1403.412 3 2/1403.424 4 2/1403.424 5 2/1403.824 5 2/1403.874 6 2/1403.874 8 2/1403.874 9 2/1403.874 10 2/1403.874 11 2/1403.824	200 E 200 E 250 E 450 N 400 W 50 W 50 W	COLO FROM LOOP FOAD LOOP FOAD TE PUNA ROAD TE PUNA ROAD TE PUNA ROAD MINDEN ROAD MINDEN ROAD MINDEN ROAD TE PUNA ROAD TE PUNA ROAD TE PUNA ROAD	Ax #           9839409           9841620           9602225           9635652           9739682           9633402           9604236           9604236           9633402           9604236           9703480           9636432	diate         diave           3009/96         Sun           27/12/36         Sun           6/06/39         Sat           14/06/39         Sat           25/10/37         Sat           4/06/39         San           31/07/36         Wed           50/05/36         Tion           6/06/39         San           31/07/36         Wed           15/15/38         San           30/05/36         Tion           8/06/36         Sat           8/06/36         Sat	bime 1555 745 2240 1425 1445 1050 1722 825 2145 2245 1125	WAY NO on 51 2 ht mar of CAV2 uming digit from cerets like CAV1 EBO on 51 2 ht mar of CAV2 uming digit from cerets like CAV1 EBO on 51 2 ht mar of CAV2 supporting lowly and or tained from VAV1 EBO on 51 2 ht CAV2. VAV1 EBO on 51 2 k CAV2 pairlay fungations CAV2 uming digit in thy avoning CAV1 EBO on 51 2 CAV1 EBO on 51 2 ht CAV2 consults git right angle hom right UCION CPCLES INVO on 51 2 ht CAV2 consults git right angle hom right CAV1 EBO on 51 2 ht CAV2 consults git right angle hom right CAV1 EBO on 51 2 ht CAV2 consults git right angle hom right CAV1 EBO on 51 2 ht CAV2 consults git right angle hom right CAV1 EBO on 51 2 ht CAV2 consults git right angle hom right CAV1 EBO on 51 2 ht CAV2 consults git right angle hom right	COLUMN DRV: entening of learning offer commencial MOTOR CHCLEF laborist sequences, two faut memory comm? DRV: entening or learning priorite house / Sem CMO2 balled to give may at step sign	Dry Dry Dry Dry Dry Dry Dry Dry Wet Wet	Overcast Overcast Dark Bright Sun Bright Sun Bright Sun Bright Sun Bright Sun Dark Dark Bright Sun	Fine Fine Fine Fine Fine Fine Fine Fine	Uniction Driveway I Unicown I Unicown I Unicown I Driveway I X Type Jun X Type Jun X Type Jun U I	Control Ni Ni Ni Ni Ni Ni Ni Stop Sign Stop Sign Stop Sign Stop Sign Ni	
No. 151 Post 2 2/1403.822 2 2/1403.424 3 2/1403.424 4 2/1403.474 5 2/1403.814 6 2/1403.874 7 2/1403.874 9 2/1403.874 9 2/1403.874 10 2/1403.874	1 0131 d 200 E 250 E 450 N 400 W 50 W	2nd Food LOOP POAD LOOP POAD TE RINA ROAD TE RINA ROAD MINDEN ROAD MINDEN ROAD MINDEN ROAD MINDEN ROAD TE RINA ROAD TE RINA ROAD TE RINA ROAD	Ax # 9639409 9841620 9902225 9903255 9903256 99032662 9601259 9904236 9904236 95033402 9601259 9904236 9503402 9700480 9700480	date         day           300996         Sun           27/12/98         Sun           6/06/98         Sat           14/06/96         Fri           28/10/97         Sat           31/01/96         Wed           50/05/96         Tue           35/05/96         Tue           18/05/96         Sat           20/02/97         Wed           32/02/96         Sat	bime 1555 745 2240 1425 1445 1050 1722 825 2145 2245 2245 1125 ,815	MOVINENT Closes plann WAN NED on SH 2 his new of CM2 timing digit from cases like CART BBO on SH 2 kin control taming like WAN CLOSE AND A CLOSE SHA mark and CM2R appeditioning skely and or bains how WAN EBD on SH 2 la CM2R CART BBO on SH 2 la CM2 parking increasing CART BBO on SH 2 la CM2 parking language CART BBO on SH 2 la CM2R control QUAL EDD on SH 2 CART BBO on SH 2 la CM2R control QUAL EDD on SH 2 CART BBO on SH 2 la CM2R control QUAL EDD on SH 2 CART BBO on SH 2 la CM2R control QUAL EDD on SH 2 CART BBO on SH 2 la CM2R control QUAL EDD on SH 2 CM1 BBO on SH 2 la CM2R control QUAL EDD on SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 la CM2R control QUAL EDD from SH 2 CM2R BBO on SH 2 CM2R BBO on SH 2 CM2R BBO on SH 2 LA CM2R control QUAL EDD from SH 2 CM2R BBO on	COLUMN DRV: entening of learning offer commencial MOTOR CHCLEF laborist sequences, two faut memory comm? DRV: entening or learning priorite house / Sem CMO2 balled to give may at step sign	Dry Dry Dry Dry Dry Dry Dry Dry Wot Wot Wot	Overcast Overcast Dark Bright Sun Bright Sun Bright Sun Bright Sun Dark Dark Bright Sun Overcast	Fine Fine Fine Fine Fine Fine Fine Fine	Unictoon Unicoum Unicoum Unicoum Unicoum Unicoum Unicoum Unicoum X Type Jun X Type Jun X Type Jun X Type Jun X Type Jun Unicoum Unicoum Unicoum	Control Nil Nil Nil Nil Nil Nil Nil Nil Nil Stop Sign St	
JSL Fload           1         2/1403.382           2         2/1403.412           3         2/1403.412           4         2/1403.424           5         2/1403.424           6         2/1403.424           7         2/1403.424           8         2/1403.824           7         2/1403.824           9         2/1403.874           10         2/1403.874           11         2/1403.874           12         2/1403.874	4 01151 01 200 E 250 E 450 N 400 W 50 W 50 W 50 W 50 E 100 E	COLO FROM LOOP FOAD LOOP FOAD TE PUNA ROAD TE PUNA ROAD TE PUNA ROAD MINDEN ROAD MINDEN ROAD MINDEN ROAD TE PUNA ROAD TE PUNA ROAD TE PUNA ROAD	Ax # 9539409 9941620 9902225 9903682 9739682 9903425 9904256 9904256 9904256 9904256 9904426 9904426 9904426 9904426	claite         clay           3006/98         Sun           27/12/98         Sun           6/06/98         Sat           4/06/98         Sat           3101/97         Sat           5005/98         Sat           3101/97         Sat           5005/96         Tot           5015/96         Tot           5015/96         Tot           1000/97         Wed           8006/96         Sat           202056         Thu           202056         Thu           2402498         Fri	bime 1555 745 2240 1425 1445 1050 1722 825 2145 2145 2145 2145 1125 415 1415	WAY NED on SH 2 Namer of CAV2 turing digit from cereir like CAV1 BBO on SH 2 Namer of CAV2 turing digit from cereir like CAV1 BBO on SH 2 Namer of CAV2 turing digit from cereir like Und or bains from VAV1 BBO on SH 2 Namer and CAV2 expenditioning skely and or bains from VAV1 BBO on SH 2 Da CAV2 VAV1 BBO on SH 2 CAV2 perceiptiguewarking CAV2 turing digit htt y excerting CAV1 EBO on SH 2 CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV1 BBO on SH 2 XACV2 consets and right angle from right CAV2 BBO on SH 2 XACV2 consets and right angle from right CAV2 BBO on SH 2 XACV2 consets and right angle from right CAV2 BBO on SH 2 XACV2 consets an	COLUMN DRV: entening of learning offer commencial MOTOR CHCLEF laborist sequences, two faut memory comm? DRV: entening or learning priorite house / Sem CMO2 balled to give may at step sign	Dry Dry Dry Dry Dry Dry Dry Dry Wet Dry Wet Dry Wet	Overcast Overcast Dark Bright Sun Bright Sun Bright Sun Bright Sun Dark Dark Dark Bright Sun Overcast Bright Sun	Fine Fine Fine Fine Fine Fine Fine Fine	JURCEDO Driveway I Unicovan I Unicovan I Unicovan I Driveway I X Type Jun X Type Jun X Type Jun X Type Jun Unicovan I Unicovan I Unicovan	CONTROL A	
No. 351 Fload 1 2/1403.962 2 2/1403.424 3 2/1403.424 4 2/1402.814 5 2/1403.814 6 2/1403.814 6 2/1403.824 7 2/1403.874 9 2/1403.874 10 2/1403.874 11 2/1403.974 13 2/1403.974	1 (dist di 200 E 250 E 450 W 400 W 50 W 50 W 50 E 100 E	200 Fload LOOP ROAD LOOP ROAD TE FUNA ROAD TE FUNA ROAD TE FUNA ROAD MINDEN ROAD MINDEN ROAD MINDEN ROAD TE FUNA ROAD TE FUNA ROAD TE FUNA ROAD TE FUNA ROAD TE FUNA ROAD	Ax # 9639409 9841620 9902225 9903225 9903256 99032662 9601259 9904236 9904236 95033402 9601259 9904236 9503402 9700480 9700480	date         day           300996         Sun           27/12/98         Sun           6/06/98         Sat           14/06/96         Fri           28/10/97         Sat           31/01/96         Wed           50/05/96         Tue           35/05/96         Tue           18/05/96         Sat           20/02/97         Wed           32/02/96         Sat	birne 1555 745 2240 1425 1445 1060 1722 825 2145 2245 1125 4815 1415 1940	WAY NO on 51 2 https://www.com/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical/statical	COLUMN DRV: entening of learning offer commencial MOTOR CHCLEF laborist sequences, two faut memory comm? DRV: entening or learning priorite house / Sem CMO2 balled to give may at step sign	Dry Dry Dry Dry Dry Dry Dry Dry Wet Dry Wet Dry Wet	Overcast Overcast Overcast Bright Sun Bright Sun Bright Sun Bright Sun Dark Bright Sun Overcast Bright Sun Overcast Bright Sun	Fine Fine Fine Fine Fine Fine Fine Ught Rain Light Rain Light Rain Fine Ught Rain Fine Heavy Rain	JURCEDOR Driveway I Unicoven I Unicoven I Unicoven I Unicoven I X Type Jun X Type Jun X Type Jun X Type Jun Unicoven I Unicoven I Unicoven	Control A Nal Nal Nal Nal Nal Nal Nal Nal Stop Sign Sign Sign Sign Sign Sign Sign Sign	
No.         JSL Boat           1         2/1403.422           2         2/1403.424           3         2/1403.424           3         2/1403.424           4         2/1403.824           5         2/1403.814           6         2/1403.874           7         2/1403.874           8         2/1403.874           10         2/1403.874           11         2/1403.874           12         2/1403.874           13         2/1403.974           14         2/1403.974           14         2/1403.974	4 (0131 0) 200 E 250 E 450 N 450 W 50 W 50 W 50 E 100 E 120 E	2nd Floated LOOP ROAD LOOP ROAD TE RINA ROAD TE RINA ROAD TE RINA ROAD MINDER ROAD MINDER ROAD TE RINA ROAD TE RINA ROAD TE RINA ROAD TE RINA ROAD TE RINA ROAD	AX 8 9639409 9041620 900225 903562 933662 933662 933662 963361 900266 953941 9703460 96533941 9703460 96533728 95509422 9553942	Cate         Caty           300898         Sun           270208         Sun           60098         Sun           40008         Fill           140008         Fill           300769%         Sun           300769%         Sun           300769%         Sun           300769%         Sun           300769%         Top           300769%	bime 1555 745 2240 1425 1445 1050 1722 825 2145 2245 2145 1125 1415 1415 1940 2035	WAY NED on SH 2 Nin and C AV2 taming digit from cereits like CAR1 BBO on SH 2 Nin and C AV2 taming digit from cereits like CAR1 BBO on SH 2 Nin and C AV2 taming digit from cereits like Under tamin from VAH1 BBO on SH 2 Nin and end C AV2 regoletioning skely bind or tamin from VAH1 BBO on SH 2 Nin and end C AV2 regoletioning skely VAH1 BBO on SH 2 A AVAC Reg advalgements/ CAR2 taming digit in thy secondly Q AV1 BBO on SH 2 CAR2 taming digit in thy secondly Q AV1 BBO on SH 2 AV1100 ON CAR2 TAMIN AVAC Reg advalgements/ MITION ON CAR2 TAMIN AVAC Reg advalgement digit Q AV111 BBO on SH 2 Nin CAR2 consists and right augh Iom right CAR1 BBO on SH 2 Nin Correla taming digit Q AV11 BBO on SH 2 Nin Correla taming digit Q AV11 BBO on SH 2 Nin Correla taming digit C AV11 BBO on SH 2 Nin Correla taming digit C AV11 BBO on SH 2 Nin Correla taming digit, A C M1 Bboh CAV1 BBO on SH 2 Nin Correla taming digit, A C M1 Bboh	COLUMN DRV: establing of the commencial MOTOR CHCLEF laborities supported, too that ensuing comer DRV: ensuing or loading priorite house / Sem CMO2 billed to give may at step sign	Dry Dry Dry Dry Dry Dry Dry Dry Wet Dry Wet Dry Wet	Overcast Overcast Dark Bright Sun Bright Sun Bright Sun Bright Sun Dark Dark Dark Bright Sun Overcast Bright Sun	Fine Fine Fine Fine Fine Fine Fine Ught Rain Light Rain Light Rain Fine Ught Rain Fine Heavy Rain	Unicom Driveway I Unicom Unicom Unicom Unicom X Type Jan X Type Jan X Type Jan X Type Jan Unicom Unicom Unicom Unicom Unicom	Control A Nal Nal Nal Nal Nal Nal Nal Nal Stop Sign Sign Sign Sign Sign Sign Nal	
Viol         151 Eloar           12/400.382         2/400.424           23/400.424         2/400.424           25/200.424         2/400.424           25/200.424         2/400.424           25/200.424         2/400.424           27/200.424         2/400.824           27/200.814         2/400.824           27/200.814         2/400.824           12/200.874         12/200.874           12/200.874         12/200.974           12/200.974         2/150/14.025           15/2004.425         2/1400.4074           15/2004.426         2/1400.4074           15/2004.426         2/1400.4074           15/2004.426         2/1400.4074           15/2004.426         2/1400.4074           15/2004.426         2/1400.4074           15/2004.426         2/1400.4074           15/2004.426         2/1400.4074           15/2004.426         2/1400.4074           15/2004.426         2/1400.4074	200 E 250 E 450 N 450 W 50 W 50 W 50 W 50 U 50 E 100 E 100 E 100 E 120 E	2nd Food LOOP ROAD LOOP ROAD TE FURA ROAD TE FURA ROAD TE FURA ROAD MINDER ROAD MINDER ROAD TE FURA ROAD TE FURA ROAD TE FURA ROAD TE FURA ROAD TE FURA ROAD TE FURA ROAD MINDER ROAD MINDER ROAD	A x 8 9839409 9947620 9902225 9902225 9902259 990229 990229 990229 990229 990229 990229 990229 990229 990229 900420 9033728 9030402 9030402 99040514	Cate         Caty           300898         Sun           270208         Sun           60098         Sun           40008         Fill           140008         Fill           300769%         Sun           300769%         Sun           300769%         Sun           300769%         Sun           300769%         Top           300769%	birnie 11555 745 22400 1425 14455 14455 14455 21455 21455 21455 1125 14155 14155 1940 2058 11059 11059 11059	WAY NOT on SH 2 hit mar of CVP2 turing dyth from cerets like CART BBD on SH 2 hit mar of CVP2 turing dyth from cerets like CART BBD on SH 2 hit mar of CVP2 turing dyth from cerets like VARY NED on SH 2 hit mar of CVP2 turing dyth from cerets like VARY BBD on SH 2 hit CVP2 pulsifylingunskip CVP2 turing dyth IH 5 voroning CVP1 EBD on SH 2 ACM 2 turing dyth IH 5 voroning CVP1 EBD on SH 2 ACM 2 turing dyth IH 5 voroning CVP1 CPD on SH 2 ACM 2 turing of SH 2 hit CVP2 cursult at inget suppleming the CVP1 EBD on SH 2 hit CVP2 cursult at inget suppleming the CVP1 EBD on SH 2 hit CVP2 cursult at inget suppleming the CVP1 EBD on SH 2 hit CVP2 cursult at inget suppleming the CVP1 EBD on SH 2 hit CVP2 cursult at inget suppleming the CVP1 EBD on SH 2 hit CVP2 cursult at inget suppleming the CVP1 EBD on SH 2 hit CVP2 cursult at inget suppleming the CVP1 EBD on SH 2 hit CVP2 cursult at inget suppleming the CVP1 EBD on SH 2 hit CVP2 cursult at inget suppleming the CVP1 EBD on SH 2 hit CVP2 cursult at inget suppleming the CVP1 EBD on SH 2 hit CVP2 cursult at inget suppleming the CVP1 EBD on SH 2 hit CVP2 cursult at inget suppleming the CVP2 hit for CVP1 EBD on SH 2 hit CVP2 cursult at inget suppleming the CVP2 hit for CVP1 EBD on SH 2 hit CVP2 cursult at inget suppleming the CVP2 hit for CVP1 EBD on SH 2 hit CVP2 cursult at inget suppleming the CVP2 hit for CVP1 EBD on SH 2 hit CVP2 hit for CVP2 hit for CVP2 hit for	COLUMN DRV: establing of the commencial MOTOR CHCLEF laborities supported, too that ensuing comer DRV: ensuing or loading priorite house / Sem CMO2 billed to give may at step sign	Dry Dry Dry Dry Dry Dry Dry Dry Wet Wet Dry Wet Wet Wet	Overcast Overcast Dark Sright Sun Bright Sun Bright Sun Bright Sun Dark Dark Bright Sun Dark Bright Sun Dark Bright Sun Dark Dark Dark	Fine Fine Fine Fine Fine Fine Fine Fine	Unknown I Unknown I Unknown I Unknown I Unknown I X Type Jun X Type Jun X Type Jun X Type Jun Unknown I Unknown I Unknown I Unknown	Control A Na Na Na Na Na Na Na Na Na Na Sho Sign Sign Sign Sign Sign Sign Sign Sign	
JSI Board           2/400.382         2/400.414           3/2400.484         3/400.484           3/2400.484         3/400.484           3/2400.484         3/400.484           5/2400.884         7/2400.874           8/2400.884         7/2400.874           9/2400.884         2/400.874           9/2400.894         2/400.874           9/2400.894         2/400.874           9/2400.894         2/2400.874           9/2400.894         2/2400.874           9/2400.894         2/2400.874           9/2400.894         2/2400.874           9/2400.894         2/2400.874           9/2400.894         2/2400.874           9/2400.894         2/2400.874           9/2400.894         2/2400.874           9/2400.894         2/2400.874           10/2500.894         2/2400.874           10/2500.894         2/2400.874           10/2500.894         2/2400.874           10/2500.894         2/2400.874           10/2500.894         2/2400.874           10/2500.894         2/2400.874           10/2500.894         2/2400.874           10/2500.895         2/2400.874           10/2500.894 <t< td=""><td>4 0035 8 200 E 250 E 450 N 450 N 400 W 50 W 50 W 50 E 100 E 100 E 120 E 120 E 120 E 120 E 120 E 120 E 120 E 120 E</td><td>2010 Road 5 LOOP ROAD LOOP ROAD TE RANA ROAD TE RANA ROAD TE RANA ROAD INFORM ROAD INFORM ROAD TE RANA ROAD</td><td>AX 8 9639602 9941620 9902225 9902225 9902225 990229 990229 990229 990229 990229 9902420 9902420 9902420 9902420 9902420 9902420 9902420 9902420 9902420 990240 9904001 9904000</td><td>Clarte         clay           30308/8         Sun           27/12/9         Sun           600/8         Sun           1400/86         Fri           1400/86         Fri           1910/86         Wod           1910/86         Sun           1910/86         Sun           1900/87         Wod           1900/87         Wod           1900/87         Wod           1900/87         Wod           1900/87         Wod           200/85         Fri           411/99         Thu           221/208         Fri           411/99         Thu           221/208         Fri           51/26         Sun           221/268         Fri</td><td>Emrie 1555 22400 1445 1445 2245 2145 2245 2245 2245 1125 245 1125 245 1125 245 1125 2145 1415 141</td><td>VANI NED on SH 2 NH neur of CAV2 turing dyff fam cerete llee CAVE BEO on SH 2 NH neur of CAV2 turing dyff fam cerete llee CAVE BEO on SH 2 NH neur of CAV2 turing dyff fam cerete llee CAVE BEO on SH 2 NH neur of CAV2 turing dyff fam cerete llee Van de nilen hen VANI EEO on SH 2 NH neur of CAV2 turing CAVE turing dyff hill y ocenetic CAVE HID on SH 2 CAVE turing dyff hill y ocenetic CAVE HID on SH 2 CAVE turing dyff hill y ocenetic CAVE HID on SH 2 CAVE turing dyff hill y ocenetic CAVE HID on SH 2 CAVE turing dyff hill y ocenetic CAVE HID on SH 2 CAVE turing dyff hill y CAVE end y dyff a dyff hen dyff CAVE HID on SH 2 NH CAVE end y dyff a dyff hen dyff CAVE HID on SH 2 NH CAVE end y dyff a dyff hen dyff CAVE HID on SH 2 NH CAVE end y dyff a dyff hen dyff CAVE HID on SH 2 NH CAVE end y dyff a dyff hen dyff CAVE HID on SH 2 NH CAVE end y dyff a dyff hen CAVE HID on SH 2 NH CAVE Paral dy CAVE HID on SH 2 NH CAVE Par</td><td>COTION DNV entiting or leaving other commental MOTOR CPCLE1 skolved suspection, loo bast entering comer DNV: enturing or leaving protein boxes / form COVP2 billed to give way at step sign COVP2 bashed test deve limit or test exteads, did not step at step sign</td><td>Dry Dry Dry Dry Dry Dry Dry Dry Wet Wet Dry Wet Ury Wet Dry Wet</td><td>Overcast Overcast Overcast Bright Sun Bright Sun Bright Sun Bright Sun Dark Dark Bright Sun Overcast Bright Sun Overcast Dark Overcast</td><td>Fine Fine Fine Fine Fine Fine Fine Ught Rain Fine Ught Rain Fine Ught Rain Fine Heavy Rain Fine</td><td>Lunchorn Oriveway I Unicown Unicown Unicown Driveway X Type Jun X Type Jun X Type Jun Unicown Unicown Unicown Unicown Unicown Unicown Unicown Unicown Unicown Unicown</td><td>Control A Nal Nal Nal Nal Nal Stop Sign Stop Sign Stop Sign Stop Sign Nal Nal Nal Nal Nal Nal Nal</td><td>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td></t<>	4 0035 8 200 E 250 E 450 N 450 N 400 W 50 W 50 W 50 E 100 E 100 E 120 E 120 E 120 E 120 E 120 E 120 E 120 E 120 E	2010 Road 5 LOOP ROAD LOOP ROAD TE RANA ROAD TE RANA ROAD TE RANA ROAD INFORM ROAD INFORM ROAD TE RANA ROAD	AX 8 9639602 9941620 9902225 9902225 9902225 990229 990229 990229 990229 990229 9902420 9902420 9902420 9902420 9902420 9902420 9902420 9902420 9902420 990240 9904001 9904000	Clarte         clay           30308/8         Sun           27/12/9         Sun           600/8         Sun           1400/86         Fri           1400/86         Fri           1910/86         Wod           1910/86         Sun           1910/86         Sun           1900/87         Wod           1900/87         Wod           1900/87         Wod           1900/87         Wod           1900/87         Wod           200/85         Fri           411/99         Thu           221/208         Fri           411/99         Thu           221/208         Fri           51/26         Sun           221/268         Fri	Emrie 1555 22400 1445 1445 2245 2145 2245 2245 2245 1125 245 1125 245 1125 245 1125 2145 1415 141	VANI NED on SH 2 NH neur of CAV2 turing dyff fam cerete llee CAVE BEO on SH 2 NH neur of CAV2 turing dyff fam cerete llee CAVE BEO on SH 2 NH neur of CAV2 turing dyff fam cerete llee CAVE BEO on SH 2 NH neur of CAV2 turing dyff fam cerete llee Van de nilen hen VANI EEO on SH 2 NH neur of CAV2 turing CAVE turing dyff hill y ocenetic CAVE HID on SH 2 CAVE turing dyff hill y ocenetic CAVE HID on SH 2 CAVE turing dyff hill y ocenetic CAVE HID on SH 2 CAVE turing dyff hill y ocenetic CAVE HID on SH 2 CAVE turing dyff hill y ocenetic CAVE HID on SH 2 CAVE turing dyff hill y CAVE end y dyff a dyff hen dyff CAVE HID on SH 2 NH CAVE end y dyff a dyff hen dyff CAVE HID on SH 2 NH CAVE end y dyff a dyff hen dyff CAVE HID on SH 2 NH CAVE end y dyff a dyff hen dyff CAVE HID on SH 2 NH CAVE end y dyff a dyff hen dyff CAVE HID on SH 2 NH CAVE end y dyff a dyff hen CAVE HID on SH 2 NH CAVE Paral dy CAVE HID on SH 2 NH CAVE Par	COTION DNV entiting or leaving other commental MOTOR CPCLE1 skolved suspection, loo bast entering comer DNV: enturing or leaving protein boxes / form COVP2 billed to give way at step sign COVP2 bashed test deve limit or test exteads, did not step at step sign	Dry Dry Dry Dry Dry Dry Dry Dry Wet Wet Dry Wet Ury Wet Dry Wet	Overcast Overcast Overcast Bright Sun Bright Sun Bright Sun Bright Sun Dark Dark Bright Sun Overcast Bright Sun Overcast Dark Overcast	Fine Fine Fine Fine Fine Fine Fine Ught Rain Fine Ught Rain Fine Ught Rain Fine Heavy Rain Fine	Lunchorn Oriveway I Unicown Unicown Unicown Driveway X Type Jun X Type Jun X Type Jun Unicown Unicown Unicown Unicown Unicown Unicown Unicown Unicown Unicown Unicown	Control A Nal Nal Nal Nal Nal Stop Sign Stop Sign Stop Sign Stop Sign Nal Nal Nal Nal Nal Nal Nal	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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## Section 5: Loop Road to Clarke Road

Driving difficulty question. Please rate the difficulty of driving this road (for a typical driver).

1 -- Easy; No difficulty at all.
 2 -- Slightly difficult; No problems.
 3 -- Moderately difficult; Easy to do.
 4 -- Somewhat difficult; Challenging.
 5 -- Very difficult; Hard to do.
 6 -- Extremely difficult; Potentially hazardous.
 7 -- Nearly impossible; Unsafe.

Answer:

Mental workload question Please rate the mental workload associated with this drive (for a typical driver). 1 -- No workload; Not demanding. 2 -- Little workload; Minimal demands. 3 -- Moderate workload; Easily managed. 4 -- Busy; Challenging but manageable. 5 -- Very busy; Demanding to manage. 6 -- Extremely busy; Very difficult to manage. 7 -- Overloaded; Unmanageable; Unsafe. Answer: _____

What are the most difficult (or unsafe) aspects of driving this section of road?

1	
2.	
3.	
-	

What specific aspects or features of the road would you change?

1.	•	 	
2.			
3.			
		 C (1 : C	\ \

(Continue on the back of the page if necessary)

# Please rate the usability of the planning and evaluation tool you saw today in terms of each of the following areas:

	Strongly disagree				Strongly agree
1. I think that I would like to use this system frequently		2	3	4	5
2. I found the system unnecessarily complex	[]				ŕ
company and	1	2	3	4	5
<ol><li>I thought the system was easy to use</li></ol>					T
	1	2	3	4	5
<ol> <li>think that I would need the support of a technical person to</li> </ol>					Τ.
be able to use this system	1	2	3	4	5
5. I found the various functions in					1
this system were well integrated	1	2	3	4	5
6. I thought there was too much					T
inconsistency in this system	۲	2	3	4	\$
<ol><li>I would imagine that most people would learn to use this system</li></ol>			1		Ť.
very quickly	1	2	3	4	5
8. I found the system very cumbersome to use			I		Τ
	ı	2	3	4	,
9. I felt very confident using the system			Ι		T
ejoisii.	J	2	3	4	\$
10. I needed to learn a lot of things before I could get going			<u> </u>	<u> </u>	<u> </u>
with this system	1	2	3	2	,

Finally, please give us any comments or feedback about the tool or the exercise that you are willing to share with us.

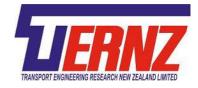
# That's it. Thank you very much for your help.

# Appendix B

# Phase 2 Participants' Questionnaire



Welcome to the



# **Driver-Vehicle Interaction Study**

# Instructions

The purpose of the study is to find out more about the attitudes and driving habits of road users in NZ. We are asking participants in the study to

1) answer a set of multi-choice questions about your driving habits.

 drive simulated roads on our driving simulator across three sessions. The roads are based on actual roads in the Waikato and you will be able to practise driving the simulator before you begin.

All information will be treated in the strictest confidence and if you have any questions feel free to ask us. You can withdraw from the experiment at any time.

If you are a first-year Psychology student you will receive participation points for 102 or 103. Otherwise, your club will receive a donation in your name at the end of your participation.

We would like to begin by having you complete an informed consent form and then give us some background information about your driving habits.

Thank you in advance for your participation.

Dr. Samuel G. Charlton, Project Supervisor

What kind of vehicle do you drive most often?	What is your occupation?
Motorbike	□ Sales
Compact car	Service
Midsize car or wagon	
□ Van or ute	Managerial
Taxi	Education
Truck	Professional/technical
Truck & trailer	Agricultural/fishing
• Other	Manufacturing/building
	Transport
How many kilometres do you drive in an	□ In school/training
average week? km	Unemployed
	Retired
What is your annual income (approximately?)	U Work at home
\$	• Other

In the past year, how many motor vehicle crashes have you been involved in?

In the past year, how many driving infringements (including speed camera fines) have you received?

What percent of your driving is:

of your driving is:	0%	10-20%	20-30%	40-50%	60-70%	80-90%
To and from work						
Shopping						
Medical						
Education						
Driving as part of job						
Transporting children						
Social and recreation						
Other						

What percent of your driving is between the hours of:

of:	0%	10-20%	20-30%	40-50%	60-70%	80-90%
6am-10am						
10am-2pm						
2pm-6pm						
6pm-10pm						
10pm-2am						
2am-6am						

What is your age? _____

Is your household Rural or Urban? (circle one)

What is your gender? M F (circle one)

# This next part of the experiment contains several multi-choice questions about your driving habits

For each question, you are asked to indicate how often a particular driving situation has happened to you, ranging from:

0 = never 1 = hardly ever 2 = occasionally 3 = quite often 4 = frequently 5 = all the time

# Base your judgements on what you remember of your driving over, say, the past year.

# How often do you do each of the following?

0 = never 1 = hardly ever 2 = occasionally 3 = quite often 4 = frequently 5 = all the time

	never					all the time
please tick the most appropriate column for EACH item	0	1	2	3	4	5
Hit something when reversing that you had not previously seen						
Intending to drive to destination A, you "wake up" to find yourself heading						
for destination B, maybe because the latter is a more usual destination						
Drive when you suspect you might be over the legal blood alcohol limit						
Get into the wrong lane approaching a roundabout or an intersection						
Queuing to turn left onto a main road, you pay such close attention to the main stream of traffic that you nearly hit the car in front						
Fail to notice that pedestrians are crossing when turning into a side street						
from a main road						
Sound your horn to indicate your annoyance at another road user						
Fail to check your rear-view mirror before pulling out, changing lanes, etc.						
Brake too quickly on a slippery road, or steer the wrong way in a skid						
Pull out of an intersection so far that the driver with right of way has to stop and let you out						
Disregard the speed limit on a residential road						
Switch on one thing, such as the headlights, when you meant to switch on something else, such as the wipers						
On turning left, nearly hit a cyclist who has come up on your inside						
Miss "Give Way" signs, and narrowly avoid colliding with traffic having right of way						
	0	1	2	3	4	5

## Please continue on to the next page

# How often do you do each of the following?

0 = never 1 = hardly ever 2 = occasionally 3 = quite often 4 = frequently 5 = all the time

						time
please tick the most appropriate column for EACH item	0	1	2	3	4	5
Attempt to drive away from the traffic lights in third gear						
Attempt to overtake someone that you hadn't noticed to be signalling a						
right turn						
Become angered by another driver and give chase with the intention of						
giving him/her a piece of your mind						
Stay in a motorway lane that you know will be closed ahead until the last						
minute before forcing yourself into another lane						
Forget where you left your car in a car park						
Overtake a slow driver on the inside						
Race away from traffic lights with the intention of beating the driver next						
to you						
Misread the signs and exit from a roundabout on the wrong road						
Drive so close to the car in front that it would be difficult to stop in an						
emergency						
Cross an intersection knowing that the traffic lights have already turned						
against you						
Become angered by a certain type of driver and indicate your hostility by						
whatever means you can						
Realise that you have no clear recollection of the road along which you						
have just been travelling						
Underestimate the speed of an oncoming vehicle when overtaking						
Disregard the speed limit on the open road						
	0	1	2	3	4	5

That is the end of the survey – Thank you very much for your answers. Let the researcher know that you are finished and they show you how to begin your practise session on the driving simulator.

Be sure to ask if you have any questions whatsoever!

all the

never

time