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APPENDIX 2A

TARS DATABASE CODING

CRASH

Report Number: 001-008

Road Number 1: 009-016

Road Number 2: 017-024

LGA: 063-065
XXX=unknown

Statistical Area: 069-071
001=city
002=metropolitan
003=country
XXX=unknown

Total Units: 072-073
XX=99

Total Casualties: 074-075
XX=99

Date of Crash: 079-097

Time of Crash: 098-116

Day of Week: 117-117
1=Monday
2=Tuesday
3=Wednesday
4=Thursday
5=Friday
6=Saturday
7=Sunday
X=unknown

Speed Limit: 118-120
XXX=999

Damage Estimate: 121-131

Intersection Type: 132-132
1=interchange
2=cross road
3=y-junction

4=t-junction
5=multiple
6=rail xing
7=other
N=not intersection

Nonintersection Type: 133-134
01=crossover
02=rail crossing
03=divided road
04=not divided
05=one way
06=freeway
07=ramp on
08=ramp off
09=pedestrian crossing
10=other
N =not applicable

Road Surface: 136-136
1=sealed
2=unsealed
X=unknown

Road Wetness: 137-137
1=wet
2=dry
X=unknown

Weather Conditions: 138-138
1=raining
2=not raining
X=unknown

Lighting Conditions: 139-139
1=daylight
2=dawn or dusk
3=night
X=unknown

Crash Type: 140-141
01=rear end
02=hit fixed object
03=side swipe
04=right angle
05=head on
06=hit pedestrian
07=roll over
08=right turn
09=hit parked vehicle
10=hit animal
11=hit object on road

12=left road out of control
13=other
14=unknown
XX=unknown

Unit Responsible: 142-143
XX=unknown

Entity Responsible: 144-144
1=driver rider
2=passenger
3=pedestrian
4=animal
5=other
6=none
X=unknown

Accident Severity: 145-145
1=property
2=injury
3=fatal
X=unknown

Traffic Control: 146-147
01=traffic signals
02=rail boom
03=rail flashing
04=rail none
05=stop sign
06=give way
07=none
08=roundabout
09=other
XX=unknown

Crash Postcode: 171-174
XXXX=9999

Road Vertical Alignment: 175-175
4=level
5=crest of hill
6=bottom of hill
7=slope
X=unknown

Other Road Features: 176-177
08=bridge culvert causeway
09=roadworks
10=driveway or entrance
11=road hump or slow point
12=median opening
13=none

XX=unknown

UNIT

Report Number: 001-008

Unit Number: 009-010

Unit Casualties: 011-012

Unit Registration: 013-018
XXXXXX=unknown

Unit State Registration: 019-019
1=NSW
2=VIC
3=QLD
4=SA
5=WA
6=TAS
7=NT
8=ACT
9=overseas
X=unknown

Unit Type: 020-021
01=car sedan
02=car tourer
03=station wagon
04=panel van
05=utility
06=taxi
07=truck
08=semi
09=omnibus
10=other defined
11=other unknown
12=motorcycle
13=tree
14=traffic signal pole
16=animal wild
17=pedal cycle
18=animal drawn vehicle
19=ridden animal
21=pedestrian on road
22=bridge
23=sign post
24=stobie pole (utility pole)
25=other fixed obstruction
26=animal domestic
27=railway vehicle

28=tram
29=other
32=small wheel vehicle
30=forward control van
31=guard rail
15=pole
20=pedestrian in car park
XX=unknown

Unit Make: 022-023

Unit Year: 024-025
XX=unknown

Unit Direction: 026-026
1=N
2=NE
3=E
4=SE
5=S
6=SW
7=W
8=NW
X=unknown
N=NA

Driver Sex: 027-027
1=male
2=female
X=unknown

Driver Age: 028-029
XX=99

Licence Number: 030-039 (-035)
XXXXXXXXXX=unknown

Licence State: 040-040
1=NSW
2=VIC
3=QLD
4=SA
5=WA
6=TAS
7=NT
8=ACT
9=OS
X=unknown

Licence Type: 044-044
1=learners
2=provisional

3=full
4=unlicenced
X=unknown

Unit Towing: 049-049
1=trailer
2=caravan
3=boat
4=horse float
5=agricultural implement
6=motor vehicle
7=other
8=not towing
X=unknown

Vehicle Movement: 051-052
01=right turn
02=left turn
03=u turn
04=swerving
05=reversing
06=stopped on road
07=straight ahead
08=entering driveway
09=leaving driveway
10=parked
11=parking angle
12=parking parallel
13=unparking angle
14=unparking parallel
15=overtaking on right
16=overtaking on left
17=other
XX=unknown

Pedestrian Movement: 053-054
01=walk on footpath
02=on ped crosssing
03=within 30m ped xing
04=from parked vehicle
05=between parked vehicles
06=walking on road
07=on road against traffic
08=pushing/working on vehicle
09=playing on road
10=crossing without control
11=other
12=crossing with traffic signals
XX=unknown

Apparent Error: 055-056
01=excessive speed

02=fail to stand
03=fail to keep left
04=changed lanes to endanger
05=fail to give way right
06=incorrect turn
07=reverse without due care
08=follow too closely
09=overtake without due care
10=disobey traffic lights
11=disobey stop sign
12=disobey give way sign
13=disobey police signal
14=disobey railway signal
15=incorrect or no signal
16=inattention
17=no errors
18=other
19=dangerous driving
20=DUI (driving under the influence of alcohol or a drug)
21=misjudgement
22=vehicle fault
23=insecure load
24=died/sick/asleep
25=opening or closing door
26=drunken pedestrian
27=brake failure
28=broken windscreen
29=fail to give way
XX=unknown

Driver BAC: 059-061

067-070 postcode
071-073 speed before impact

CASUALTY

Report Number: 001-008

Casualty Unit Number: 009-010

Casualty Number: 011-012

Casualty Type: 013-013
1=driver
2=rider
3=passenger
4=pedestrian
X=unknown

Casualty Sex: 014-014

1=male
2=female
X=unknown

Casualty Age: 015-016
XX=99

Casualty Position: 021-022
01=driver
02=front seat middle passenger
03=front seat left passenger
04=right seat right passenger
05=right seat middle passenger
06=right seat left passenger
07=nursed front
08=nursed back
09=back open tray
10=back closed van
11=passenger in multiseat vehicle
12=MC Rider
13=MC Pillion
14=occupant of a vehicle being towed
15=other
XX=unknown

Casualty Ejection: 023-023
1=ejection
2=no ejection
X=unknown

Injury Nature: 024-024
1=head
2=chest/body
3=multiple
4=internal
5=shock
6=limbs
7=neck
8=other
X=unknown

Injury Extent: 025-025
1=not treated
2=private doctor
3=hospital treated
4=hospital admitted
5=fatal

Seatbelt Use: 026-026
1=fitted worn
2=fitted not worn
3=child restraint worn

4=child restraint not worn
5=fitted unknown worn
6=not fitted
7=NA
X=unknown

Helmet Worn: 027-027
1=worn
2=not worn
3=NA
X=unknown

Casualty Hospital: 028-033

APPENDIX 2B

Table 1

Crash-Involved Drivers Per Head of Population in South Australia from 1994 to 1998, by Age Group

Age Group	Percentage of Population
16-24	39.8
25-34	26.2
35-44	22.0
45-54	18.9
55-64	15.2
65-74	12.7
75-84	10.7
85+	4.8
Total	22.5

Table 2

Crash-Involved Drivers Per Head of Population in South Australia from 1994 to 1998, by Age Group and Crash Injury Severity, Compared to Drivers Aged Over 84

	Ratio to Drivers Aged Over 84 by Crash Injury Severity				
Age Group	PDO	Private Doc	Hosp Treat	Hosp Admit	Fatal
16-24	8.5	11.6	6.9	5.9	2.9
25-34	5.6	8.3	4.1	3.4	1.7
35-44	4.8	7.3	3.2	2.3	1.2
45-54	4.2	6.1	2.5	2.0	0.8
55-64	3.4	4.1	2.0	1.8	1.0
65-74	2.8	2.8	1.7	1.7	1.1
75-84	2.3	2.1	1.8	1.8	1.4
85+	1.0	1.0	1.0	1.0	1.0

Note. PDO = Property Damage Only; Private Doc = Treated by a Private Doctor; Hosp Treat = Treated at Hospital; Hosp Admit = Admitted to Hospital

Table 3

Crash-Involved Drivers Per Licensed Driver in South Australia from 1994 to 1998, by Age Group

Age Group	Percentage of Drivers
16-24	57.0
25-34	32.6
35-44	28.3
45-54	24.2
55-64	21.5
65-74	20.9
75-84	18.7
85+	19.6
Total	31.0

Table 4

Crash-Involved Drivers Per Licensed Driver in South Australia from 1994 to 1998, by Age Group and Crash Injury Severity, Compared to Drivers Aged 75 to 84

	Ratio to Drivers Aged 55 to 64 by Crash Injury Severity				
Age Group	PDO	Private Doc	Hosp Treat	Hosp Admit	Fatal
16-24	3.0	4.5	3.1	2.7	1.6
25-34	1.7	2.8	1.6	1.4	0.8
35-44	1.5	2.6	1.3	1.0	0.6
45-54	1.3	2.1	1.0	0.8	0.4
55-64	1.2	1.6	0.9	0.8	0.5
65-74	1.1	1.3	0.9	0.9	0.7
75-84	1.0	1.0	1.0	1.0	1.0
85+	1.0	1.1	1.3	1.3	1.6

Note. PDO = Property Damage Only; Private Doc = Treated by a Private Doctor; Hosp Treat = Treated at Hospital; Hosp Admit = Admitted to Hospital

Table 5

Average Kilometres Driven (÷ 1,000) by Drivers in South Australia in the 12 Months, 1997-1998, by Age Group

Age Group	1,000 Kilometres Driven	Relative Standard Error (%)*
16-24	6.3	26
25-34	11.8	20
35-44	8.7	9
45-54	9.4	15
55-64	8.4	12
65-74	8.4	23
75-84	3.6	27
85+	0.0	0
Unknown	14.9	47
Total	9.2	7

* The Relative Standard Error is the standard error of the estimate expressed as a percentage of the estimate. It shows the percentage error likely to have occurred by sampling.

Table 6

Crash-Involved Drivers Per Million Kilometres Driven in South Australia from 1994 to 1998, by Age Group

Age Group	Crash-Involved Drivers per Million Km Driven
16-24	15.0
25-34	4.2
35-44	4.3
45-54	3.3
55-64	3.5
65-74	3.8
75-84	9.9
Total	6.2

Table 7

Crash-Involved Drivers Per Million Kilometres Driven in South Australia from 1994 to 1998, by Age Group and Crash Injury Severity, Compared to Drivers Aged 45 to 54

	Ratio to Drivers Aged 45 to 54 by Crash Injury Severity				
Age Group	PDO	Private Doc	Hosp Treat	Hosp Admit	Fatal
16-24	4.4	4.0	5.8	6.1	7.5
25-34	1.2	1.2	1.5	1.5	1.9
35-44	1.3	1.3	1.4	1.2	1.6
45-54	1.0	1.0	1.0	1.0	1.0
55-64	1.1	0.9	1.0	1.1	1.6
65-74	1.2	0.8	1.2	1.4	2.2
75-84	3.0	1.8	3.8	4.5	9.4

Note. PDO = Property Damage Only; Private Doc = Treated by a Private Doctor; Hosp Treat = Treated at Hospital; Hosp Admit = Admitted to Hospital

Table 8

Crash-Involved Drivers Whose Crashes Resulted in a Serious or Fatal Injury to One or More Crash Participants in South Australia from 1994 to 1998, by Age Group, Percentages and 99 Percent Confidence Intervals

Age Group	Percentage of Drivers	Confidence Intervals
16-24	3.3	3.1-3.5
25-34	3.0	2.8-3.2
35-44	2.4	2.2-2.6
45-54	2.4	2.2-2.6
55-64	2.7	2.4-3.0
65-74	3.1	2.7-3.5
75-84	4.0	3.4-4.6
85+	5.2	3.3-7.1
Unknown	0.6	0.5-0.7
Total	2.4	2.3-2.5

Table 9

Crash-Involved Drivers Who Were Seriously Injured (Admitted to Hospital or Killed) in the Crash in South Australia from 1994 to 1998, by Age Group, Percentages and 99 Percent Confidence Intervals

Age Group	Percentage of Drivers	Confidence Intervals
16-24	1.6	1.5-1.7
25-34	1.3	1.2-1.4
35-44	1.0	0.9-1.1
45-54	1.1	1.0-1.2
55-64	1.4	1.2-1.6
65-74	1.7	1.4-2.0
75-84	2.5	2.0-3.0
85+	3.8	2.2-5.4
Unknown	0.1	1.0-1.0
Total	1.1	1.1-1.1

Table 10

Crash-Involved Drivers Who Crashed at an Intersection in South Australia from 1994 to 1998, by Age Group, Percentages and 99 Percent Confidence Intervals

Age Group	% Crashes at an Intersection	99 % Confidence Intervals
16-24	54.1	53.6 - 54.6
25-34	54.6	54.1 - 55.1
35-44	54.4	53.8 - 55.0
45-54	54.6	53.9 - 55.3
55-64	55.4	54.5 - 56.3
65-74	54.4	53.4 - 55.4
75-84	55.6	54.1 - 57.1
85+	55.2	51.0 - 59.4
Unknown	40.6	40.1 - 41.1
Total	51.5	51.3 - 51.7

Table 11

Crash-Involved Drivers Who Were Involved in a Right Turn Crash in South Australia 1994 to 1998, by Age Group, Percentages and 99 Percent Confidence Intervals

Age Group	Percentage of Drivers	Confidence Intervals
16-24	7.7	7.4-8.0
25-34	6.4	6.1-6.7
35-44	5.7	5.4-6.0
45-54	5.9	5.6-6.2
55-64	6.2	5.8-6.6
65-74	7.0	6.5-7.5
75-84	8.1	7.3-8.9
85+	9.8	7.3-12.3
Unknown	1.9	1.8-2.0
Total	5.6	5.5-5.7

Table 12

Crash-Involved Drivers Who Were Turning Prior to the Crash in South Australia 1994 to 1998, by Age Group, Percentages and 99 Percent Confidence Intervals

Age Group	Percentage of Drivers	Confidence Intervals
16-24	13.3	13.0-13.6
25-34	10.0	9.7-10.3
35-44	10.1	9.8-10.4
45-54	10.6	10.2-11.0
55-64	12.3	11.7-12.9
65-74	16.8	16.0-17.6
75-84	21.7	20.5-22.9
85+	26.4	22.7-30.1
Unknown	7.3	7.0-7.6
Total	11.0	10.9-11.1

Table 13

Right Turn Crash-Involved Drivers Who Were Turning Right at the Time of the Crash in South Australia 1994 to 1998, by Age Group, Percentages and 99 Percent Confidence Intervals

Age Group	Percentage of Drivers	Confidence Intervals
16-24	49.8	48.1-51.5
25-34	39.6	37.5-41.7
35-44	43.7	41.3-46.1
45-54	46.0	43.2-48.8
55-64	50.8	47.1-54.5
65-74	62.1	58.3-65.9
75-84	75.9	71.4-80.4
85+	83.7	73.8-93.6
Unknown	62.8	59.4-66.2
Total	49.1	48.2-50.0

Table 14

Crash-Involved Drivers Who Disobeyed a Traffic Signal, Stop Sign or Give Way Sign in South Australia 1994 to 1998, by Age Group, Percentages and 99 Percent Confidence Intervals

Age Group	Percentage of Drivers	Confidence Intervals
16-24	2.8	2.6-3.0
25-34	2.3	2.1-2.5
35-44	2.3	2.1-2.5
45-54	2.9	2.7-3.1
55-64	3.9	3.5-4.3
65-74	6.0	5.5-6.5
75-84	8.6	7.8-9.4
85+	11.4	8.7-14.1
Unknown	1.7	1.6-1.8
Total	2.8	2.7-2.9

Table 15

Crash-Involved Drivers Deemed to be Responsible for the Crash in South Australia 1994 to 1998, by Age Group, Percentages and 99 Percent Confidence Intervals

Age Group	Percentage of Drivers	Confidence Intervals
16-24	55.3	54.8-55.8
25-34	45.0	44.5-45.5
35-44	42.0	41.4-42.6
45-54	41.2	40.5-41.9
55-64	45.0	44.1-45.9
65-74	55.8	54.8-56.8
75-84	67.6	66.2-69.0
85+	80.9	77.6-84.2
Unknown	52.9	52.4-53.4
Total	49.2	49.0-49.4

Table 16

Crash-Involved Drivers Deemed to Have Been Driving at Excessive Speed in South Australia 1994 to 1998, by Age Group, Percentages and 99 Percent Confidence Intervals

Age Group	Percentage of Drivers	Confidence Intervals
16-24	1.5	1.4-1.6
25-34	0.6	0.5-0.7
35-44	0.3	0.2-0.4
45-54	0.2	0.1-0.3
55-64	0.1	0.0-0.2
65-74	0.1	0.0-0.2
75-84	0.2	0.1-0.3
85+	0.2	0.0-0.6
Unknown	0.3	0.2-0.4
Total	0.6	0.6-0.6

Table 17

Percentage of Crash-Involved Drivers for Whom a Blood Alcohol Concentration was Known and Whose Crashes Produced a Serious Injury for One or More Crash Participants in South Australia 1994 to 1998, by Age Group

Age Group	BAC Known	Serious Injury Crashes
16-24	5.5	3.3
25-34	4.4	3.0
35-44	3.6	2.3
45-54	3.5	2.4
55-64	3.7	2.7
65-74	4.3	3.1
75-84	6.1	4.0
85+	8.6	5.3
Unknown	0.2	0.6
Total	3.5	2.4

Table 18

Crash-Involved Drivers with a Blood Alcohol Concentration over 0.05 g/L in South Australia 1994 to 1998, by Age Group, Percentages and 99 Percent Confidence Intervals

Age Group	Percentage of Drivers	Confidence Intervals
16-24	14.0	13.7-14.3
25-34	18.2	17.8-18.6
35-44	12.0	11.6-12.4
45-54	8.1	7.7-8.5
55-64	6.7	6.2-7.2
65-74	3.4	3.0-3.8
75-84	2.0	1.6-2.4
85+	0.0	0.0-0.0
Unknown	19.0	18.6-19.4
Total	12.4	12.3-12.5

Table 19

Crash-Involved Drivers Who Crashed During Peak Traffic Times in South Australia 1994 to 1998, by Age Group, Percentages and 99 Percent Confidence Intervals

Age Group	Percentage of Drivers	Confidence Intervals
16-24	27.6	27.2-28.0
25-34	28.7	28.2-29.2
35-44	29.1	28.6-29.6
45-54	28.9	28.3-29.5
55-64	23.3	22.5-24.1
65-74	17.0	16.2-17.8
75-84	13.4	12.4-14.4
85+	11.8	9.1-14.5
Unknown	24.3	23.9-24.7
Total	26.3	26.1-26.5

Table 20

Crash-Involved Drivers Who Crashed During Daylight in South Australia 1994 to 1998, by Age Group, Percentages and 99 Percent Confidence Intervals

Age Group	Percentage of Drivers	Confidence Intervals
16-24	73.1	77.4-78.6
25-34	80.6	84.9-86.1
35-44	84.4	87.0-88.2
45-54	85.5	87.0-88.4
55-64	88.6	89.9-91.7
65-74	91.4	92.7-94.5
75-84	93.4	93.7-95.9
85+	95.4	94.3-99.7
Unknown	81.1	88.3-89.7
Total	81.4	85.4-86.0

Table 21

Crash-Involved Drivers Who Crashed on Wet Roads in South Australia 1994 to 1998, by Age Group, Percentages and 99 Percent Confidence Intervals

Age Group	Percentage of Drivers	Confidence Intervals
16-24	15.9	15.6-16.2
25-34	14.5	14.1-14.9
35-44	13.9	13.5-14.3
45-54	13.4	12.9-13.9
55-64	12.0	11.4-12.6
65-74	10.5	9.9-11.1
75-84	9.6	8.7-10.5
85+	7.8	5.5-10.1
Unknown	11.3	11.0-11.6
Total	13.4	13.2-13.6

Table 22

Crash-Involved Drivers Who Crashed During Rain in South Australia 1994 to 1998, by Age Group, Percentages and 99 Percent Confidence Intervals

Age Group	Percentage of Drivers	Confidence Intervals
16-24	10.5	10.2-10.8
25-34	9.7	9.4-10.0
35-44	9.2	8.9-9.5
45-54	9.2	8.8-9.6
55-64	8.3	7.8-8.8
65-74	7.3	6.8-7.8
75-84	6.8	6.0-7.6
85+	4.7	2.9-6.5
Unknown	7.5	7.2-7.8
Total	9.0	8.9-9.1

APPENDIX 5A

THE SELF-REGULATION OF DRIIVNG BEHAVIOUR

PARTICIPANT INFORMATION SHEET

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PILOT STUDY

The Psychology Department and Road Accident Research Unit of Adelaide University are conducting a study into the "self regulation" of driving behaviour among senior drivers. The study has been designed to see if senior drivers adjust their driving habits and if so, how. The study will be useful for identifying what makes some senior drivers alter their driving habits and also whether doing so provides any safety benefits to these drivers. Before the study can commence, so-called "pilot testing" of the measures to be used in the full study is required. This involves testing a small number of volunteers and is done to ensure the practicality of the measures to be used.

If you choose to volunteer for the study, you will be asked to aid the researchers in the following ways:

1) By completing in your own time a small number of questionnaires about driving habits prior to your assessment and medical conditions you might have. These will be posted to you and should take no more than 30 minutes.

2) By attending the Road Accident Research Unit (Medical School South, Adelaide University) for an individual session of no more than 2 hours, in which you will be asked to complete a few tests of vision and thinking skills.

The study is entirely voluntary and even if you agree to participate, you are free to withdraw at any stage. All information gathered in the study will be kept completely confidential. Only group statistics will be reported in any publications that result from the study. Travel to and from the University will be paid for with Cabcharge vouchers and you will be reimbursed for your time with a payment of $25.

Your written consent to participate in all aspects of the study will be sought before you start. This study has been approved by the Ethics Committee of the Department of Psychology, Adelaide University and that of the University of South Australia. If you have any concerns or wish to discuss the study you may contact Matthew Baldock at the Road Accident Research Unit or Dr Jane Mathias at the Department of Psychology on the numbers provided above during working hours. If you wish to discuss the study with someone not directly involved, you may call Ms Sheila Salas, Ethics Officer, Research Services, University of South Australia, Mawson Lakes Campus, GPO Box 2471, Adelaide SA 5001, phone (08) 8302 3118, email sheila.salas@unisa.edu.au.

APPENDIX 5B

Consent form: Questionnaires and vision testing

Project Title: The Self Regulation of Driving Behaviour

Investigators:

Mr M.R.J. Baldock	PhD Student, Department of Psychology
Dr J. Mathias	Co-Investigator, Department of Psychology
Prof A.J. McLean	Co-Investigator, Road Accident Research Unit

This consent form is concerned with the questionnaires and vision testing portion of the study only.

1. The nature and purpose of the research project has been explained to me. I understand it, and agree to take part.

2. I understand that I may not directly benefit from taking part in the study.

3. I understand that, while information gained during the study may be published, I will not be identified and my personal results will remain confidential.

4. I understand that I can withdraw from the study at any stage and that this will not affect me in any way.

5. I have had the opportunity to discuss taking part in this investigation with a family member or friend.

Name of participant: _____

Signed: _____

Dated: _____

I certify that I have explained the study to the volunteer and consider that he/she understands what is involved.

Signed: _____

(Investigator)

I would be willing to be contacted regarding future studies:

Signature of participant: _____

APPENDIX 5C

Instructions given to participants for the first pilot study:

"The next task, presented on this computer in front of you, assesses both your reaction time and your ability to do more than one thing at a time. The task is comprised of two components occurring on different sides of the computer screen. Now, over here on the left side of the screen (the left side of the computer screen was pointed to by the researcher)*, there will be large black letters appearing. These letters will keep changing, and they will change at a constant rate. Your task is to react every time an "X" appears, and you must react to the appearance of an "X" by pushing the space bar* (the space bar was pointed to by the researcher) *as quickly as you can with a finger on your left hand. Every time you successfully react to an X, you will hear a sound. OK, is that all clear?"* Any clarification sought by the participant was then provided if necessary. Once the nature of the task was clear to the participant, the following was said by the researcher: *"We will begin this task by allowing you to have some practice at reacting to the Xs. You can practise for as long as you like. Just let me know when you are happy with the practice you have had and would like to move on to the next component of the task. When you are practising reacting to the Xs, you may notice that on the right side of the screen, pictures of cars appear periodically. Just ignore the cars for the moment and concentrate only on reacting to the Xs."* The task was then initiated using an inter-letter interval of 1400ms (slow) and with the secondary task, to be ignored, set so that no visual distracters (houses) were appearing. Participants were then allowed to have practice on the primary task until they indicated that they were comfortable with it. This never took longer than a few minutes.

The participants were then told: *"Now that you have had practice with the letter X task, I will get you to have some practice doing the task with the letters changing at a*

different rate. The practice you have had was at the slower rate. Now I will get you to have some practice with the letters changing a little faster. OK, is that clear?" Again, any clarification was given, and practice was initiated, with the faster rate of letters changing (a new letter every 700ms) and the version of the secondary task, to be ignored, without the appearance of visual distracters. Participants were then allowed to have practice on the primary task until they indicated that they were comfortable with it. This never took longer than a few minutes.

Next, the participants were given the following instructions: *"Now that you are familiar with the first part of the task, I will show you the other part. Over on the right side of the screen, you may have noticed that a picture of a car appears every now and again. Your task is to respond to the appearance of the car by clicking on the left mouse button* (the left mouse button was pointed out to the participant) *with a finger on your right hand, again as quickly as you can. The cars can appear in a number of different positions, but all on the right side of the screen. Again, when you successfully detect a car, you will hear a sound. What I will get you to do now is practise doing the two tasks both at once. So what you have to do is still react to the Xs as fast as you can by pressing the space bar but, at the same time, react to the appearance of the cars by clicking the mouse button. Also, what I want you to do is concentrate the most on the letter X task. I want you to make sure that you react to every X, OK? I want you to do as well as you can on the car task but I don't want you to miss any Xs. Reacting to all the Xs is the most important part of the task. OK, is that all clear?"* Any clarification sought by the participant was then provided if necessary. Once the nature of the task was clear to the participant, the following was said by the researcher: *"Now I am going to give you some practice doing the two tasks at once. Again, you can practise for as long as you like. Just let me know when you are happy with the amount of practice you*

have had and then we will move on." The slow version (new letter every 1400ms) of the primary task and the version of the secondary task without visual distracters were initiated. Participants all indicated that they had had enough practice after a few minutes.

Once participants had had sufficient practice on the divided attention task, the following instructions were issued by the researcher: *"Now I'd like to show you one final aspect of this task. The car detection part of the task can either be set so that it operates in the way you have practised, or it can be set so that there are distracters on the screen that make it harder to detect the cars. I am now going to show you this version of the task. In this version, as well as the cars appearing on the right side of the screen, pictures of houses appear. The houses stay on the screen the whole time but they keep moving around throughout the task. What you have to do is try and ignore the houses and only react to the cars. The houses are only there to distract you from seeing the cars. Again, you will have to perform the two tasks, the letter X task and the car task both at once, and again the most important task is the letter X task. I want you to make sure you detect every X. Try and do as well as you can reacting to the cars, but make sure you detect every X. Now I would like you to practise doing the task with the houses, and again you can have as much practice as you like. OK, is that clear?"* Again, after any clarification was given, practice was initiated. For the practice, the slow version of the primary task (a new letter every 1400ms) was utilised. Again, no participants asked for more than a few minutes of practice.

APPENDIX 5D

THE SELF-REGULATION OF DRIVING BEHAVIOUR

PARTICIPANT INFORMATION SHEET

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PILOT STUDY

The Psychology Department and Road Accident Research Unit of Adelaide University are conducting a study into the "self regulation" of driving behaviour among senior drivers. The study has been designed to see if senior drivers adjust their driving habits and if so, how. The study will be useful for identifying what makes some senior drivers alter their driving habits and also whether doing so provides any safety benefits to these drivers. Before the study can commence, so-called "pilot testing" of the measures to be used in the full study is required. This involves testing a small number of volunteers and is done to ensure the practicality of the measures to be used.

If you choose to volunteer for the study, you will be asked to aid the researchers by attending the Road Accident Research Unit (Medical School South, Adelaide University) for an individual session of no more than 2 hours, in which you will be asked to complete a few tests of vision and thinking skills.

The study is entirely voluntary and even if you agree to participate, you are free to withdraw at any stage. All information gathered in the study will be kept completely confidential. Only group statistics will be reported in any publications that result from the study. Travel to and from the University will be paid for with Cabcharge vouchers and you will be reimbursed for your time with a payment of $25.

Your written consent to participate in all aspects of the study will be sought before you start. This study has been approved by the Ethics Committee of the Department of Psychology, Adelaide University and that of the University of South Australia. If you have any concerns or wish to discuss the study you may contact Matthew Baldock at the Road Accident Research Unit or Dr Jane Mathias at the Department of Psychology on the numbers provided above during working hours. If you wish to discuss the study with someone not directly involved, you may call Ms Sheila Salas, Ethics Officer, Research Services, University of South Australia, Mawson Lakes Campus, GPO Box 2471, Adelaide SA 5001, phone (08) 8302 3118, email sheila.salas@unisa.edu.au.

APPENDIX 5E

Instructions given to participants for the second pilot study:

"The next task, presented on this computer in front of you, assesses both your reaction time and your ability to do more than one thing at a time. The task is comprised of two components occurring on different sides of the computer screen. Now, over here on the left side of the screen (the left side of the computer screen was pointed to by the researcher)*, there will be large black letters appearing. These letters will keep changing, and they will change at a constant rate. Your task is to react every time an 'X' appears, and you must react to the appearance of an 'X' by pushing the space bar* (the space bar was pointed to by the researcher) *as quickly as you can with a finger on your left hand. OK, is that all clear?"* Any clarification sought by the participant was then provided if necessary. Once the nature of the task was clear to the participant, the following was said by the researcher: *"We will begin this task by allowing you to have some practice at reacting to the Xs. You can practise for as long as you like. Just let me know when you are happy with the practice you have had and would like to move on to the next component of the task. When you are practising reacting to the Xs, you may notice that on the right side of the screen, pictures of cars appear periodically. Just ignore the cars for the moment and concentrate only on reacting to the Xs."* The task was then initiated using an inter-letter interval of 1400ms (slow) and with the secondary task to be ignored set so that no visual distracters (houses) were appearing. Participants were then allowed to have practice on the primary task until they indicated that they were comfortable with it. This never took longer than a few minutes.

The participants were then told to allow the next X to go by without reacting to it. When they did this, a sound was emitted by the computer two seconds after the appearance of the X. The participant was asked if they heard the sound. The

participant was then told, *"That sound signifies that an X has appeared that was not reacted to, so if you hear that sound at any stage during the test, it means you have failed to detect an X. OK, is that clear?"* Any clarification sought by the participant was then given

The participants were then told: *"Now that you have had practice with the letter X task, I will get you to have some practice doing the task with the letters changing at a different rate. The practice you have had was at the slower rate. Now I will get you to have some practice with the letters changing a little faster. OK, is that clear?"* Again, any clarification was given, and practice was initiated, with the faster rate of letters changing (a new letter every 700ms) and the version of the secondary task, to be ignored, without the appearance of visual distracters. Participants were then allowed to have practice on the primary task until they indicated that they were comfortable with it. This never took longer than a few minutes.

Next, the participants were given the following instructions: *"Now that you are familiar with the first part of the task, I will show you the other part. Over on the right side of the screen, you may have noticed that a picture of a car appears every now and again. Your task is to respond to the appearance of the car by clicking on the left mouse button (the left mouse button was pointed out to the participant) with a finger on your right hand, again as quickly as you can. The cars can appear in a number of different positions but all on the right side of the screen. What I will get you to do now is practise doing the two tasks both at once. So what you have to do is still react to the Xs as fast as you can by pressing the space bar, but at the same time, react to the appearance of the cars by clicking the mouse button. Also, what I want you to do is keep your eyes focussed on the letters. I want you to be looking at the letters the entire*

time and making sure you get all of the Xs. Thus, I want you to be detecting the cars using your peripheral vision only, so you are only seeing them out of the corner of your eye while focussing directly on the letters. OK, is that all clear?" Any clarification sought by the participant was then provided if necessary. Once the nature of the task was clear to the participant, the following was said by the researcher: *"Now I am going to give you some practice doing the two tasks at once. Again, you can practise for as long as you like. Just let me know when you are happy with the amount of practice you have had and then we will move on."* The slow version (new letter every 1400ms) of the primary task and the version of the secondary task without the visual distracters were initiated. Participants all indicated that they had had enough practice after a few minutes.

Once participants had completed sufficient practice trials on the divided attention task, the following instructions were issued by the researcher: *"Now I'd like to show you one final aspect of this task. The car detection part of the task can either be set so that it operates in the way you have practised, or it can be set so that there are distracters on the screen that make it harder to detect the cars. I am now going to show you this version of the task. In this version, as well as the cars appearing on the right side of the screen, pictures of houses appear as well. The houses stay on the screen the whole time but they keep moving around throughout the task. What you have to do is try and ignore the houses and only react to the cars. The houses are only there to distract you from seeing the cars. Again, you will have to perform the two tasks, the letter X task and the car task both at once, and again I want you to focus your eyes on the letters, making sure you detect all the Xs, and only seeing the cars using your side vision. I do not want you looking directly at the right side of the screen to see the cars. I want you looking directly at the letters and trying to detect cars out of the corner of your eye.*

Now I would like you to practise doing the task with the houses, and again you can have as much practice as you like. OK, is that clear?" Again, after any clarification was given, practice was initiated. For the practice, the slow version of the primary task (a new letter every 1400ms) was utilised. Again, no participants asked for more than a few minutes of practice.

APPENDIX 5F

Ordering of the attention tasks in the second pilot study:

The eight different tasks were given numbers from one to eight according to the following number scheme:

1: primary task only, slow rate of presentation

2: primary task only, fast rate of presentation

3: secondary task only, no visual distracters

4: secondary task only, visual distracters

5: dual task, slow rate of presentation, no visual distracters

6: dual task, fast rate of presentation, no visual distracters

7: dual task, slow rate of presentation, visual distracters

8: dual task, fast rate of presentation, visual distracters

Using this numbering system, the following eight orders of the above tasks were used:

12 34 56 78

56 78 12 34

34 12 78 56

78 56 34 12

21 43 65 87

65 87 21 43

43 21 87 65

87 65 43 21

APPENDIX 6A

QUESTIONS USED IN THE 'DRIVER MOBILITY QUESTIONNAIRE'

Background

1) What is your age in years? _____ (number of years)
2) Are you male or female? ☐ male ☐ female
3) Have you held a valid driver's licence for more than ten years? ☐ yes ☐ no

Medical conditions

1) Do you suffer from glaucoma? ☐ yes ☐ no
   if yes, how much does it affect your daily functioning?
   ☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
2) Do you suffer from cataract? ☐ yes ☐ no
   if yes, how much does it affect your daily functioning?
   ☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
3) Do you suffer from macular degeneration? ☐ yes ☐ no
   if yes, how much does it affect your daily functioning?
   ☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
4) Do you suffer from diabetic retinopathy (visual problem caused by diabetes)?
   ☐ yes ☐ no
   if yes, how much does it affect your daily functioning?
   ☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
5) Have you had a stroke or transient ischaemic attack? ☐ yes ☐ no
   if yes, how much does it affect your daily functioning?
   ☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
6) Do you suffer from heart disease? ☐ yes ☐ no
   if yes, how much does it affect your daily functioning?
   ☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
7) Do you suffer from arrhythmia (irregular heartbeat)? ☐ yes ☐ no
   if yes, how much does it affect your daily functioning?
   ☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
8) Do you suffer from cancer? ☐ yes ☐ no
   if yes, how much does it affect your daily functioning?
   ☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
9) Do you suffer from arthritis? ☐ yes ☐ no
   if yes, how much does it affect your daily functioning?
   ☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
10) Do you suffer from Alzheimer's Disease? ☐ yes ☐ no
   if yes, how much does it affect your daily functioning?
   ☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
11) Do you suffer from Parkinson's Disease? ☐ yes ☐ no
   if yes, how much does it affect your daily functioning?
   ☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
12) Do you suffer from epilepsy? ☐ yes ☐ no
   if yes, how much does it affect your daily functioning?
   ☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
13) Do you suffer from diabetes? ☐ yes ☐ no
   if yes, how much does it affect your daily functioning?
   ☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all

14) Do you suffer from sleep apnoea? ☐ yes ☐ no
if yes, how much does it affect your daily functioning?
☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
15) Do you suffer from any other medical conditions not listed? ☐ yes ☐ no
if yes, what other condition(s) do you suffer from?
_____
how much does it affect your daily functioning?
☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
how much does it affect your daily functioning?
☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
how much does it affect your daily functioning?
☐ it affects it a lot ☐ it affects it a bit ☐ it does not affect it at all
16) What medications do you take regularly (more than once a month)?
_____ _____
_____ _____

Driving Habits

Current Driving

1) Which way do you prefer to get around
☐ drive yourself
☐ have someone drive you
☐ public transportation or taxi
2) Do you wear glasses or contact lenses when you drive? ☐yes ☐no
3) When driving yourself, how fast do you usually drive compared to the general flow of traffic?
☐ much faster
☐ somewhat faster
☐ about the same
☐ somewhat slower
☐ much slower
4) Has anyone suggested to you over the past year that you limit your driving or stop driving? ☐ yes ☐ no
if yes, who suggested that you limit your driving or stop driving?
☐ spouse ☐ child ☐ other relative ☐ friend ☐ medical practitioner ☐ other
5) How would you rate the quality of your driving compared to the average driver?
☐ excellent
☐ good
☐ average
☐ fair
☐ poor
6) How would you rate your vision compared to the average driver?
☐ excellent
☐ good
☐ average
☐ fair
☐ poor

7) How would you rate your ability to perform more than one task at once compared to the average driver?

☐ excellent
☐ good
☐ average
☐ fair
☐ poor

8) How much do you agree with this statement?: "I would be the best person to determine when I should give up driving?"

☐ strongly agree
☐ agree
☐ disagree
☐ strongly disagree

Driving exposure

9) In an average week, how many days per week do you normally drive?

_____ (number of days)

10) How many trips would you make in a typical week?

_____ (number of trips)

11) Approximately how many kilometres would you drive in a typical week?

_____ (number of kilometres)

12) Have you reduced the amount of driving you do compared to ten years ago?

☐ yes ☐ no

if yes, what are the reasons for this reduction in driving?

☐ a) save money
☐ b) don't need to drive as much now
☐ c) problems with vision
☐ d) physical problems
☐ e) problems dealing with other traffic
☐ f) other (please specify)

Which of these is the main reason? _____ (letter a, b, c, d, e or f)

Confidence

Answer the following questions by placing the appropriate number in the space provided in the right hand margin.

1	2	3	4	5
not confident at all	not very confident	reasonably confident	very confident	completely confident

13) How confident are you driving when it is raining? _____
14) How confident are you driving when alone? _____
15) How confident are you when having to reverse parallel park? _____
16) How confident are you when having to turn right across traffic? _____
17) How confident are you driving on a freeway or high speed highway? _____
18) How confident are you driving on high traffic roads? _____
19) How confident are you driving in peak hour traffic? _____
20) How confident are you driving at night? _____
21) How confident are you driving at night in the rain? _____

Crashes and citations

22) How many accidents have you been involved in over the past five years when you were the driver? _____ (number of accidents)

23) How many accidents have you been involved in over the past five years when you were the driver and the police were called to the scene? _____ (number of accidents)

24) How many times in the last five years have you been pulled over by the police when driving, regardless of whether you received a ticket (excluding random breath testing)? _____ (number of times pulled over)

25) How many times in the last five years have you received a traffic ticket (other than a parking ticket) where you were found to be guilty? _____ (number of times received a ticket)

Driving space

26) During the past year, have you driven in your immediate neighbourhood?
☐ yes ☐ no

27) During the past year, have you driven to places beyond your neighbourhood?
☐ yes ☐ no

28) During the past year, have you driven to a part of the city you are not familiar with?
☐ yes ☐ no

29) During the past year, have you driven outside the metropolitan area?
☐ yes ☐ no

30) During the past year, have you driven outside the state of South Australia?
☐ yes ☐ no

Driving avoidance

Answer the following questions by placing the appropriate number in the space provided in the right hand margin.

1	2	3	4	5
never	rarely	sometimes	often	always

31) During the past year, have you avoided driving when it is raining? _____

32) During the past year, have you avoided driving when alone? _____

33) During the past year, have you avoided reverse parallel parking? _____

34) During the past year, have you avoided making right turns across traffic? _____

35) During the past year, have you avoided driving on a freeway or high speed highway? _____

36) During the past year, have you avoided driving on high traffic roads? _____

37) During the past year, have you avoided driving in peak hour traffic? _____

38) During the past year, have you avoided driving at night? _____

39) During the past year, have you avoided driving at night in the rain? _____

Perceived barriers

Answer the following questions by placing the appropriate number in the space provided in the right hand margin.

1 - - - - - - - - - - -	2 - - - - - - - - - - -	3 - - - - - - - - - - -	4
strongly disagree	disagree	agree	strongly agree

40) Changing when and where you drive would not be possible given your lifestyle and the places you need to go _____

41) Changing when and where you drive would not be possible because other people count on you to drive them _____

42) Changing when and where you drive would not be possible because public transport is not available to you _____

43) Changing when and where you drive would not be possible because you don't want to use public transportation _____

44) Changing when and where you drive would not be possible because your friends/family are unavailable _____

45) Changing when and where you drive would not be possible because you don't want to ask family/friends to drive _____

Regulatory self-efficacy

Answer the following questions by placing the appropriate number in the space provided in the right hand margin.

1 - - - - - - - - - -	2 - - - - - - - - - -	3
very hard	somewhat hard	not hard at all

46) How hard would it be for you to organise your life so that you do most of your driving when it is not raining? _____

47) How hard would it be for you to organise your life so that you drive with someone else in the car with you instead of driving alone? _____

48) How hard would it be for you to organise your life so that you park mostly in designated parking spaces instead of reverse parallel parking? _____

49) How hard would it be for you to organise your life so that you make left turns rather than right turns across traffic? _____

50) How hard would it be for you to organise your life so that you do most of your driving on city streets instead of driving on freeways or high speed highways? _____

51) How hard would it be for you to organise your life so that you do your driving on roads with little traffic instead of high traffic roads? _____

52) How hard would it be for you to organise your life so that you do most of your driving at times other than peak hour? _____

53) How hard would it be for you to organise your life so that you drive during daylight hours instead of driving at night? _____

APPENDIX 6B

The Driver Mobility Questionnaire used in the present study included a number of questions taken from the Driving Habits Questionnaire (DHQ) from Owsley et al. (1999) and the Driver Perceptions and Practices Questionnaire from Stalvey and Owsley (2000). Some alterations to some of the questions were necessary, however, in order to obtain the desired information and also to tailor the questions to suit drivers in South Australia rather than the USA. The details of these alterations are provided below.

The "Current driving" section of the Driver Mobility Questionnaire includes questions 4, 6, 7, 8 and 9 from the DHQ. For question 8 ("Has anyone suggested over the past year that you limit your driving or stop driving?"), participants who answered "yes" were asked to nominate who had made the suggestion and were given the options of spouse, child, other relative, friend, medical practitioner or other. For question 9 ("How would you rate the quality of your driving?"), the words "compared to the average driver" were added. Participants were also asked to rate their vision and ability to perform more than one task at once compared to the average driver.

The "Driving exposure" section was based on the Exposure questions from the DHQ but these were altered so that participants simply had to provide estimates of the number of days driven per week, the number of trips taken per week and the number of kilometres driven per week. This was done to simplify the DHQ questions in which participants must list all of their trips and separately calculate the mileage associated with each. An additional question asked whether participants had reduced the amount of driving they do in the past ten years. If participants answered "yes", they were asked to nominate the main reason for this, with options provided being: to save money, don't need to drive as much now, problems with vision, physical problems, problems dealing with other traffic, other (please specify).

Questions concerning "Confidence" and "Avoidance" in the Driver Mobility Questionnaire were based on the "Difficulty" section of the DHQ and supplementary questions used by Stalvey and Owsley (2000). Differences include that the time period asked about in the avoidance questions was increased from the past three months to the past year (in order to make it commensurate with the time period for which crashes were asked about - see below), and the addition of questions regarding confidence in, and avoidance of, driving at night in the rain. It was thought that the combination of night time darkness and reduced visibility caused by rain and wet roads might pose particular difficulty to older drivers.

The "Crashes and citations" section of the Driver Mobility Questionnaire was based on questions 25 to 28 of the DHQ. The only change was the addition of the words "excluding random breath testing" to the question about being pulled over by the police. Drivers in Australia may be pulled over for random breath testing despite giving no indication of any driving problems and such situations were irrelevant to questions concerned with identifying indications of driving difficulties.

The "Driving space" section of the questionnaire was taken from questions 29 to 34 in the DHQ but a number of adjustments had to be made to make the questions suitable for respondents living in Adelaide, South Australia. Instead of questions about driving to neighbouring towns or more distant towns, the Driver Mobility Questionnaire just had a single question about parts of the city with which participants were not familiar. Questions 33 and 34 in the DHQ asked about driving outside the state and outside the southeast of the USA, respectively, but, given the greater size of South Australia compared to states in the USA, participants in the present study were asked instead if they had driven outside of the metropolitan area (of Adelaide) and if they had driven outside of the state (of South Australia).

Items in the Driver Mobility Questionnaire concerned with "Perceived barriers to self-regulation" were based on items 35 to 41 from the Driver Perceptions and Practices Questionnaire, with one item (36: "Changing when/where I drive is not possible because of how I have to get from one place to another") omitted.

Finally, the "Regulatory self-efficacy" section of the questionnaire was based on questions 55 to 61 from the Driver Perceptions and Practices Questionnaire. The questions were altered slightly so that instead of saying, for example, "How hard would it be for you to do most of your driving when it is not raining?", they said, for example, "How hard would it be for you to organise your life so that you did most of your driving when it is not raining?" This was done so that the questions emphasised that participants were being asked about adjustments to their driving habits that, in many cases, would require adjustments to their lifestyles.

APPENDIX 6C

DARS / UNISA ON-ROAD ASSESSMENT

(Developed by Angela Berndt 2002:
Contributions by Pamela Dean and Mareeta Dolling 2001
Task Matched to On-Road Assessment developed by R. Lister 1998)

Client Name: **Vehicle:**

ID Number: **Time:**

OT: **DI:**

Date: **Weather:**

FAMILIARISATION PERIOD
Begin @ Twelftree Reserve Torrens St. Hackney

INSTRUCTIONS AND LOCATIONS	OBSERVATIONS	SCORE	COMMENTS
1. *Starting in the parked kerb side potion:* Make yourself comfortable in the seat and when ready, start the car.	a) Adjust seat position b) Adjust mirrors c) Fasten seatbelt d) Put key in engine e) Start engine	1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO	
2. Drive Straight ahead, follow the road.	a) Apply foot brake b) Select drive c) Observation / BS d) Mirror e) Indicate to move off f) Speed g) Positioning	1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
3. At the School Zone			
4. *At 5th St:* On the second road on your left, TURN LEFT. (*into Third Ave.)*			**Comments on ability to follow instructions, type of error, type of feedback provided by DI to reinforce process.**
5. At the Roundabout, TURN LEFT. (*into St. Peters St.)*			
6. Follow the Road.			
7. *When @ 5th St. RAB,* At the second road on the left, TURN LEFT *(into Harrow Rd.)*			
8. Repeat left and right turns for 10 minutes**.**	**Return to start.**		
9. Please park alongside the kerb and secure the vehicle. (Engine to remain running)	a) Speed of approach b) Positioning c) Observation d) Indicator e) Select Park f) Hand brake	1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO	**SCORE FAM. PHASE /18**
BEGIN NOW:			
INSTRUCTIONS AND LOCATIONS	**OBSERVATIONS**	**SCORE**	**COMMENTS**

1. Drive Straight ahead, follow the road.	a) Apply foot brake b) Select drive c) Observation / BS d) Mirror e) Indicate to move off f) Speed g) Positioning	1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
2. At the School Zone	a) Speed	1 =Correct 0 =Incorrect	
3. *At 5th St:* On the second road on your left, TURN LEFT. (*into Third Ave.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
4. At the Roundabout, TURN LEFT. (*into St. Peters St.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
5. At the 4th St. RAB, continue ahead.	a) Mirror b) Speed of approach d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
6. At the next turn to left, TURN LEFT (*into 5th St.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
7. At the end of the road, TURN LEFT. *(into Harrow Rd.)*	a) Mirror b) Speed of approach c) Indicator d) Observation @ GW e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
8. At the second road on your right, TURN RIGHT. *(into Rugby St.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
9. At the RAB, TURN RIGHT. *(into Marlborough St.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
10. At the end of the road, TURN RIGHT. (*into College St.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	

11. At the end of the road, TURN LEFT. *(into Harrow Rd.)*	a) Mirror b) Speed of approach c) Indicator d) Observation @ GW e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
12. *When at Magdalen St,* At the second road on the left, TURN LEFT. *(into Richmond St.)* *At* School Zone	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning a) Speed	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
13. At DIP on Richmond St.	a) Speed of approach	1 = Safe 0 = Unsafe	
14. At next road on left, TURN LEFT. (*into Eton Lane).*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
15. Whilst in Eton Lane, Speed Humps	a) Speed of approach	1 = Safe 0 = Unsafe	
16. End of lane, Stop Sign.	a) Mirror b) Speed of approach c) Stop	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO	
17. Continue ahead, Into Pembroke St.	a) Mirror b) Indicator c) Observation d) Gap selection e) Positioning	1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
18. At the School Zone	a) Speed	1 =Correct 0 =Incorrect	
19. At the end of road, TURN LEFT, *(into Rugby St.)* @ Stop Sign.	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning c) Stop	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 = YES 0 = NO	
20. At the end of the road we will cross over and continue ahead. *(into 2nd Ave.)* @ Stop Sign.	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning c) Stop	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 = YES 0 = NO	
21. At the RAB, TURN LEFT (*into St Peters St.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	

22. At the 3rd Av. RAB, continue ahead.	a) Mirror b) Speed of approach d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
23. At the 4th Av. RAB, continue ahead. *(prepare to turn right into 5th Av.)*	a) Mirror b) Speed of approach d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
24. At the next TURN to the right, TURN RIGHT. *(into 5th Av.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
25. At the next intersection, TURN RIGHT. *(into Stephens Tce.)*	a) Mirror b) Speed of approach c) Indicator d) Observation @GW e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
26. At the second turn to the left, TURN LEFT. *(into 3rd Ave.)* @ School zone	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning a) Speed	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
27. At the second road to the right, TURN RIGHT. *(into Winchester St.)* @ School zone	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning a) Speed	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
28. At the 2nd Ave. RAB, continue ahead.	a) Mirror b) Speed of approach d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
29. At the 1st. Ave RAB, continue ahead.	a) Mirror b) Speed of approach d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
END LOW DEMAND EXIT POINT TO FIRST AVE. IF REQUIRED.		**SCORE LOW DEMAND =**	**/151**

BEGIN MODERATE DEMAND	OBSERVATIONS	SCORE	COMMENTS
30. At the end of the road, TURN LEFT *(into Payneham Rd.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
31. Follow the Road	a) Mirror b) Observation c) Speed d)Positioning	1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
32. At traffic lights	a) Response to lights	1 =Correct 0 =Incorrect	
33. At the next set of traffic lights ahead, TURN LEFT. *(into Portrush Rd.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
34. *Once past shopping Centre:* When it is safe to do so, please move one lane to the RIGHT	a) Mirror b) Speed c) Indicator d) Observation / BS e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
35. When you see a safe place to do a U-turn, please do a U-turn	a) Selects location a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 =Correct 0 =Incorrect 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
36. Follow the Road	a) Mirror b) Observation c) Speed d)Positioning	1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
37. At the next set of traffic lights ahead, Continue ahead. *(into Portrush Rd.)*	a) Mirror b) Speed of approach c) Observation d) Gap selection e) Positioning a) Response to lights	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
38. Follow the road. @ Pedestrian Crossing	a) Mirror b) Observation c) Speed d) Positioning a) Response to lights	1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
39. When it is safe to do so, please move one lane to the RIGHT	a) Mirror b) Speed c) Indicator d) Observation / BS e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	

40. Follow the road. @ Pedestrian Crossing	a) Mirror b) Observation c) Speed d) Positioning a) Response to lights	1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
41. *(when @ Devitt Ave School)* At the second road to the right, TURN RIGHT. *(into Clifton St.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
42. Speed Humps	a) Speed of approach	1 = Safe 0 = Unsafe	
43. At the Phillips St. RAB, continue ahead.	a) Mirror b) Speed of approach d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
44. At the 2nd road on the left, TURN LEFT. *(into Frederick St..)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
45. *When around the corner,* Please find a safe place at the side of the road to park the car.	a) Selects location b) Mirror c) Indicator d) Positioning	1 =Correct 0 =Incorrect 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe	
46. When you are ready, move off and continue down the road	a) Indicator b) Mirror c) Blind spot d) Gap selection	1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe	
47. At the end of the road, TURN LEFT. *(into Magill Rd.)* @ Stop Sign	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning a) Stop	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 = YES 0 = NO	
48. When it is safe to do so, please move one lane to the RIGHT	a) Mirror b) Speed c) Indicator d) Observation / BS e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
49. At the traffic lights, TURN RIGHT. *(into Portrush Rd.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning a) Response to lights	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	

50. Follow the road.	a) Mirror b) Observation c) Speed d) Positioning	1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
51. At the traffic lights, TURN RIGHT. *(into Portrush Rd.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning a) Response to lights	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
END MODERATE DEMAND	**EXIT POINT TO BEULAH RD. IF REQUIRED.**	**SCORE MODERATE DEMAND =**	**/113**
BEGIN HIGH DEMAND	**OBSERVATIONS**	**SCORE**	**COMMENTS**
52. At the traffic lights, TURN RIGHT. *(into Norwood Pde.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning a) Response to lights	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
53. At the traffic lights, TURN RIGHT. *(into George St.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning a) Response to lights	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
54. At the next turn, TURN LEFT NO ENTRY @ ONE WAY SIGN *(into Harris St.)*	a) Response to signs a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 =Correct 0 =Incorrect 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
55. Go into the carpark and when you can see a safe place to park, park the car please. *Once parked:* Please reverse out of here and exit the way	a) Selects parking bay b) Direction in carpark a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning g) Park gear h) Handbrake a) Mirror b) Reverse gear c) Indicator	1 =Correct 0 =Incorrect 1 =Correct 0 =Incorrect 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO	

we came in.	d) Observation e) Gap selection f) Positioning h) Handbrake i) Direction in carpark	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 =Correct 0 =Incorrect	
56. LEFT TURN, *(into Harris St.)*	a) Response to sign	1 =Correct 0 =Incorrect	
57. At the end of the road, TURN RIGHT *(into Edward St.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
58. At the RAB, TURN LEFT *(into Beulah Rd.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
59. Follow the road. ONE WAY Sign *(into Osmond Tce.)*	a) Response to sign a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f) Positioning	1 =Correct 0 =Incorrect 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
60. Follow the road. @ Pedestrian Crossing	a) Mirror b) Observation c) Speed d) Positioning a) Response to lights	1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
61. At the traffic lights, TURN RIGHT. *(into Norwood Pde.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f)Positioning a) Response to lights	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
62. Follow the road. Continue @ Traffic Lights *(Fullarton Rd into Parade West)*	a) Mirror b) Observation c) Speed d) Positioning a) Response to lights	1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	

63. Follow the road. *Merging with traffic on the other side of intersection.* *Whilst driving around curve in road.* School Zone Pedestrian Island	a) Mirror b) Observation BS c) Indicator b) Speed e) Gap selection c) Positioning c) Positioning (bikelane) a) Speed b) Observation	1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0=Incorrect 1 = YES 0 = NO	
64. At the end of the road, TURN LEFT *(into Rundle St.)*	a) Mirror b) Speed of approach c) Indicator d) Observation @ GW e) Gap selection f) Positioning	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe	
65. At the traffic lights, TURN RIGHT, *(into Deq. Tce.)* Lane Changes Followed by a LEFT TURN at the next set of lights. *(into Botanic Rd.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f)Positioning a) Response to lights a) Choice of lane a) Mirror b) Indicator c) BS observation d) Gap selection e) Positioning a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f)Positioning a) Response to lights	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect 1 =Correct 0 =Incorrect 1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
66. Bus Lane	a) Positioning	1 = Safe 0 = Unsafe	
67. At the traffic lights, TURN LEFT, *(into East. Tce.)* Lane Changes	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f)Positioning a) Response to lights a) Choice of lane	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect 1 =Correct 0 =Incorrect	

Followed by a RIGHT TURN at the next set of lights. *(into Rundle St.)*	a) Mirror b) Indicator c) BS observation d) Gap selection e) Positioning a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f)Positioning a) Response to lights	1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
68. At the next traffic lights, TURN RIGHT *(into Frome Rd.)*	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f)Positioning a) Response to lights	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
69. Follow the road. Continue @ Traffic Lights *(across Nth. Tce.)*	a) Mirror b) Observation c) Speed d) Positioning a) Response to lights	1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
70. After the pedestrian crossing, please TURN LEFT into Gate 5.	a) Mirror b) Speed of approach c) Indicator d) Observation e) Gap selection f)Positioning a) Response to lights	1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = Safe 0 = Unsafe 1 =Correct 0 =Incorrect	
71. Please park in the last bay on the left	a) Selects parking bay b) Indicator c) Positioning d) Selects park gear e) Applies handbrake f) Turns engine off	1 =Correct 0 =Incorrect 1 = YES 0 = NO 1 = Safe 0 = Unsafe 1 = YES 0 = NO 1 = YES 0 = NO 1 = YES 0 = NO	
END HIGH DEMAND		**SCORE HIGH DEMAND**	**/ 157**
SCORE LOW (151)	**SCORE MODERATE (113)**	**SCORE HIGH (157)**	**TOTAL ASSESSMENT SCORE: /421**

GENERAL COMMENTS:

FEEDBACK FROM DI:

APPENDIX 6D

SCORING KEY

A. POINTS SCORED ON A YES/NO BASIS

Indicator, Adjust seat, Adjust mirror, Key in, Start engine, Apply brake, Select Drive, Select Park, Select Reverse, Engine off, Apply hand brake

Score Yes
- if the action is observed and completed by the participant independently.

Score No
- if the action is not observed.
- if the participant required assistance to complete the action.

Observation

Score Yes
- if participant turns their head or shifts gaze to look for vehicles etc.

Score No
- if they do not turn their head or shift their gaze.

Stop

Score Yes
- if participant brings the car to a complete stop

Score No
- if participant does not bring the car to a complete stop.

Mirror Check

Score Yes
- if participant looks in the central and/ or side mirrors

Score No
- if participant does not look in these mirrors.

B. POINTS SCORED ON A SAFE/UNSAFE BASIS

Speed

Score Safe
- if participant drives under the speed limit
- if participant drives at an appropriate speed for the traffic environment

Score Unsafe
- if participant drives over the speed limit
- if participant drives at an inappropriate speed for the environment

Positioning

Score Safe
- if participant parks at the side of the road with 2 tyres in the gutter
- if participant allows a safe distance between the test vehicle and other vehicles when parking
- if participant parks wholly within a parking bay
- if participant keeps as close as practical to left side of the road on unlaned roads.
- if participant stays wholly within their lane on laned roads (grant an exception if moves out around parked cars as long as they then move back completely into the lane again once past the cars or do a lane change).
- if participant allows a safe distance between the test vehicle and parked cars on the side of the road.

Score Unsafe
- if participant drives in a bike lane
- if participant straddles lanes on laned roads (includes not changing lanes on roads where parked cars take up part of the outside lane).
- if participant drives in the centre of an unlaned road rather than keeping to the left.
- if participant mounts the kerb when undertaking a turn
- if participant cuts a corner when turning (i.e. does not keep left of the centre of the road when turning)
- if participant drifts toward an adjacent lane or the side of the road.

Speed of approach

Score Safe
- if participant drives at a speed that allows them to control the vehicle safely when negotiating a corner, dip or speed hump without unnecessarily holding up other traffic.

Score Unsafe
- if participant drives at a speed that is too fast to permit them to position the car safely on turns or results in driving over dips/speed humps harshly.
- if participant is required to brake harshly at a corner, dip or speed hump
- if participant approaches a corner, dip or speed hump at a speed that is unnecessarily slow.

Gap Selection

Score safe
- if participant enters a road without causing other vehicles to brake

Score Unsafe
- if participant enters traffic where there was insufficient room to do so causing other vehicles to brake.
- if participant gives way unnecessarily at an intersection.

C. POINTS SCORED ON A PASS / FAIL BASIS

Following instructions

Score Pass
- if participants complete requested actions after the instructor has given them up to 2 times.

Score Fail
- if participant does not complete requested actions after they have been given it up to 2 times.

Familiarisation Period

Score Pass
- if participants are able to negotiate at least 3 of the left turns without physical assistance from the driving instructor.
- if participants are able to follow instructions.

Score Fail
- if participants are unable to follow instructions
- if participants require physical intervention by the instructor on more than one turn.
- if participants have any accidents.

D. POINTS SCORED ON A CORRECT/INCORRECT BASIS

Response to lights

Score Correct
- if participant responds as the law states.

Score Incorrect
- if participant drives against a red light
- if participant drives through an orange light when they were able to stop safely.
- if participant fails to move off on a green light
- if participant fails to give way to oncoming traffic when turning right at lights where there is no turning arrow.

Speed at school zone

Score Correct
- if participant drives at 25 km/hr when children are present

Score Incorrect
- if participant drives in excess of 25 km/hr when children are present
- if participant drives at 25 km/hr when no children are present.

Choice of lane

Score Correct
- if participant positions self in a lane that will enable them to safely negotiate the next turn without needing to change lanes.

Score Incorrect
- if participant positions self in a lane that will require them to perform a lane change quickly in order to be in a position to turn at the next comer.

Selects location to park

Score Correct
- if participant chooses to park in a location where parking is permitted at that time.

Score Incorrect
- if participant chooses to park in a place signposted "no parking"
- if participant parks across a driveway
- if participant parks in a disabled parking bay
- if participant parks across a walkway.

Selects location to do a U-turn

Score Correct
- if participant chooses to negotiate a U-turn in a place where U-turns are permitted

Score Incorrect
- if participant chooses to negotiate a U-turn in a place where there is a "no U-turn" sign or at traffic lights.

APPENDIX 6E

THE SELF-REGULATION OF DRIVING BEHAVIOUR

PARTICIPANT INFORMATION SHEET

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DR JANE MATHIAS
DEPARTMENT OF PSYCHOLOGY
UNIVERSITY OF ADELAIDE
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The Psychology Department and Road Accident Research Unit of the University of Adelaide are conducting a study into the "self regulation" of driving behaviour among senior drivers. The study has been designed to see if senior drivers adjust their driving habits and if so, how. The study will be useful for identifying what makes some senior drivers alter their driving habits and also whether doing so provides any safety benefits to these drivers.

If you choose to volunteer for the study, you will be asked to aid the researchers in the following ways:

1) By completing in your own time a small number of questionnaires about driving habits and medical conditions you might have. These will be posted to you and should take no more than 30 minutes.

2) By attending the Road Accident Research Unit (Medical School South, University of Adelaide) for an individual session of around 1.5 to 2 hours, in which you will be asked to complete a few tests of vision and thinking skills.

3) Additionally, you will be asked to provide your drivers licence number so that your driving licence details can be checked on an official database. Note: if you do not wish to provide this information, you do not have to. You can participate in the rest of the study without providing your licence number.

4) By agreeing to a free on-road driving assessment. This service, which normally costs $165, will be provided free. It involves coming in to the University of South Australia and performing an on-road test with qualified professional personnel who will be able to give you feedback on your driving. If this driving test reveals significant problems, a letter will be sent to your GP who will decide what, if any, action is required. This session will take about 1.5 hours, of which one hour is spent on the road. Note: again, you may participate in the other aspects of the study without having to volunteer for the on-road test.

The study is entirely voluntary and even if you agree to participate, you are free to withdraw at any stage. All information gathered in the study will be kept completely confidential. Only group statistics will be reported in any publications that result from the study. Travel to and from the University will be paid for with Cabcharge vouchers and you will be reimbursed for your time with a payment of $25 for the questionnaires and tests of vision and thinking skills and $25 for the on-road driving test.

Your written consent to participate in all aspects of the study will be sought before you start. Consent for the different aspects of the study will be sought using separate consent forms. **You do not have to give consent to participate in all parts of the study if you do not want to.**

This study has been approved by the Ethics Committee of the Department of Psychology, University of Adelaide. If you have any concerns or wish to discuss the study you may contact Matthew Baldock at the Road Accident Research Unit or Dr Jane Mathias on the numbers provided above during working hours. If you wish to discuss the study with someone not directly involved, you may call Dr Peter Delin, Convenor of the Departmental Ethics Committee, on 8303 5007.

APPENDIX 6F

SELF-REGULATION OF DRIVING BEHAVIOUR

PARTICIPANT INFORMATION SHEET

MATTHEW BALDOCK
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The Psychology Department and Road Accident Research Unit of the University of Adelaide are conducting a study into the "self regulation" of driving behaviour among senior drivers. The study has been designed to see if senior drivers adjust their driving habits and if so, how. The study will be useful for identifying what makes some senior drivers alter their driving habits and also whether doing so provides any safety benefits to these drivers.

If you choose to volunteer for the study, you will be asked to aid the researchers in the following ways:

1) By completing in your own time a small number of questionnaires about driving habits prior to your assessment and medical conditions you might have. These will be posted to you and should take no more than 30 minutes.

2) By attending the Road Accident Research Unit (Medical School South, University of Adelaide) for an individual session of around 1.5 to 2 hours, in which you will be asked to complete a few tests of vision and thinking skills.

3) Additionally, you will be asked to provide your drivers licence number so that your driving licence details can be checked on an official database. Note: if you do not wish to provide this information, you do not have to. You can participate in the rest of the study without providing your licence number.

4) By giving permission to the investigators to gain access to the results of your driving assessment with the Driver Assessment Rehabilitation Service. Note: again, if you do not wish to provide this information, you do not have to. You can participate in the rest of the study without providing access to the results of your driving assessment.

The study is entirely voluntary and even if you agree to participate, you are free to withdraw at any stage. All information gathered in the study will be kept completely confidential. Only group statistics will be reported in any publications that result from the study. Travel to and from the University will be paid for with Cabcharge vouchers and you will be reimbursed for your time with a payment of $25.

Your written consent to participate in all aspects of the study will be sought before you start. Consent for the different aspects of the study will be sought using separate consent forms.

This study has been approved by the Ethics Committee of the Department of Psychology, the University of Adelaide and that of the University of South Australia. If you have any concerns or wish to discuss the study you may contact Matthew Baldock at the Road Accident Research Unit or Dr Jane Mathias at the Department of Psychology on the numbers provided above during working hours. If you wish to discuss the study with someone not directly involved, you may call Ms Sheila Salas, Ethics Officer, Research Services, University of South Australia, Mawson Lakes Campus, GPO Box 2471, Adelaide SA 5001, phone (08) 8302 3118, email sheila.salas@unisa.edu.au.

APPENDIX 6G

Consent form: Licence numbers

Project Title: The Self Regulation of Driving Behaviour

Investigators:

Mr M.R.J. Baldock	PhD Student, Department of Psychology
Dr J. Mathias	Co-Investigator, Department of Psychology
Prof A.J. McLean	Co-Investigator, Road Accident Research Unit

This consent from is concerned with the use of licence numbers to view driving records only.

6. The nature and purpose of this aspect of the research project has been explained to me. I understand it, and agree to take part.

7. I understand that I may not directly benefit from taking part in the study.

8. I understand that, while information gained during the study may be published, I will not be identified and my personal results will remain confidential.

9. I understand that I can withdraw from the study at any stage and that this will not affect me in any way.

10. I have had the opportunity to discuss taking part in this investigation with a family member or friend.

Name of participant: _____

Signed: _____

Dated: _____

I certify that I have explained the study to the volunteer and consider that he/she understands what is involved.

Signed: _____

(Investigator)

APPENDIX 6H

Consent form: On-road assessment

Project Title: The Self Regulation of Driving Behaviour

Investigators:

Mr M.R.J. Baldock	PhD Student, Department of Psychology
Dr J. Mathias	Co-Investigator, Department of Psychology
Prof A.J. McLean	Co-Investigator, Road Accident Research Unit

This consent form is concerned with the on-road driving assessment aspect of the study only.

11. The nature and purpose of this aspect of the research project has been explained to me. I understand it, and agree to take part.

12. I understand that I may not directly benefit from taking part in the study.

13. I understand that, while information gained during the study may be published, I will not be identified and my personal results will remain confidential.

14. I understand that I can withdraw from the study at any stage and that this will not affect me in any way.

15. I have had the opportunity to discuss taking part in this investigation with a family member or friend.

Name of participant: _____

Signed: _____

Dated: _____

I certify that I have explained the study to the volunteer and consider that he/she understands what is involved.

Signed: _____

(Investigator)

APPENDIX 6I

Consent form: On-road assessment

Project Title: The Self Regulation of Driving Behaviour

Investigators:

Mr M.R.J. Baldock	PhD Student, Department of Psychology
Dr J. Mathias	Co-Investigator, Department of Psychology
Prof A.J. McLean	Co-Investigator, Road Accident Research Unit

This consent form is concerned only with the permission for access to the results of the on-road driving assessment at the Driver Assessment Rehabilitation Service.

16. The nature and purpose of this aspect of the research project has been explained to me. I understand it, and agree to take part.

17. I understand that I may not directly benefit from taking part in the study.

18. I understand that, while information gained during the study may be published, I will not be identified and my personal results will remain confidential.

19. I have had the opportunity to discuss taking part in this investigation with a family member or friend.

Name of participant: _____

Signed: _____

Dated: _____

I certify that I have explained the study to the volunteer and consider that he/she understands what is involved.

Signed: _____

(Investigator)

APPENDIX 6J

VISUAL ATTENTION TEST VALIDATION STUDY

PARTICIPANT INFORMATION SHEET

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The Psychology Department and Road Accident Research Unit of the University of Adelaide are conducting a study aiming to validate a test of "visual attention" used in another study into the "self regulation" of driving behaviour among drivers aged over 55. The study has been designed to see if the visual attention test measures similar abilities to other well-established tests of attention, and if it produces reliable results over repeated performances of the test.

If you choose to volunteer for the study, you will be asked to aid the researchers by attending the Road Accident Research Unit (Medical School South, University of Adelaide) for an individual session of less than 1.5 hours, in which you will be asked to complete a few tests of visual and thinking skills.

The study is entirely voluntary and even if you agree to participate, you are free to withdraw at any stage. All information gathered in the study will be kept completely confidential. Only group statistics will be reported in any publications that result from the study. Travel to and from the University will be paid for with Cabcharge vouchers and you will be reimbursed for your time with a payment of $25.

Your written consent to participate in the study will be sought before you start.

This study has been approved by the Ethics Committee of the Department of Psychology, University of Adelaide. If you have any concerns or wish to discuss the study you may contact Matthew Baldock at the Road Accident Research Unit or Dr Jane Mathias on the numbers provided above during working hours. If you wish to discuss the study with someone not directly involved, you may call Dr Paul Delfabbro, Convenor of the Departmental Ethics Committee, on 8303 5744.

APPENDIX 6K

Consent form: Visual attention testing

Project Title: The Validation of the Visual Attention Test

Investigators:

Mr M.R.J. Baldock	PhD Student, Department of Psychology
Dr J. Mathias	Co-Investigator, Department of Psychology
Prof A.J. McLean	Co-Investigator, Road Accident Research Unit

20. The nature and purpose of the research project has been explained to me. I understand it, and agree to take part.

21. I understand that I may not directly benefit from taking part in the study.

22. I understand that, while information gained during the study may be published, I will not be identified and my personal results will remain confidential.

23. I understand that I can withdraw from the study at any stage and that this will not affect me in any way.

24. I have had the opportunity to discuss taking part in this investigation with a family member or friend.

Name of participant: _____

Signed: _____

Dated: _____

I certify that I have explained the study to the volunteer and consider that he/she understands what is involved.

Signed: _____

(Investigator)

APPENDIX 8

Inter-correlations between candidate predictor variables for a regression procedure predicting driving performance (n = 90)

Variable	1	2	3	4	5	6	7
1 Age	1.00	-.25	-.42	-.41	-.18	.21	.01
2 CS left		1.00	.55	.16	.11	-.34	-.27
3 CS binocular			1.00	-.28	.07	-.22	-.11
4 Symbol Digit				1.00	.51	-.34	-.04
5 Spatial Span total					1.00	-.16	-.02
6 XRT, single						1.00	.65
7 car RT, sing, no distract							1.00
8 car RT, sing, distract							
9 XRT, dual, no distract							
10 car RT, dual, no distract							
11 XRT, dual, distract							
12 car RT, dual, distract							
13 X detect, dual, distract							
14 car detect, dual, distract							

Variable	8	9	10	11	12	13	14
1 Age	.22	.26	.13	.27	.31	.36	.26
2 CS left	-.21	-.34	-.19	-.38	-.39	-.14	-.14
3 CS binocular	-.06	-.25	-.13	-.25	-.27	-.09	-.19
4 Symbol Digit	-.27	-.38	-.25	-.34	-.43	-.39	-.32
5 Spatial Span total	-.24	-.30	-.12	-.26	-.27	-.27	-.08
6 XRT, single	.54	.81	.65	.73	.62	.29	.41
7 car RT, sing, no distract	.62	.53	.56	.46	.43	.09	.29
8 car RT, sing, distract	1.00	.57	.60	.54	.68	.30	.53
9 XRT, dual, no distract		1.00	.57	.80	.64	.40	.34
10 car RT, dual, no distract			1.00	.52	.69	.31	.52
11 XRT, dual, distract				1.00	.61	.41	.25
12 car RT, dual, distract					1.00	.53	.66
13 X detect, dual, distract						1.00	.30
14 car detect, dual, distract							1.00

Note: CS = Contrast sensitivity; XRT = reaction time to the Xs (primary task) on the Computerised Visual Attention Test (CVAT); Car RT = reaction time to cars (secondary task) on the CVAT; sing = single task condition on the CVAT; dual = dual task condition on the CVAT; distract = presence of visual distracters on the car detection task on the CVAT; no distract = no visual distracters on the car detection task on the CVAT; detect = detection errors on the CVAT. Correlations greater than .27 significant at the $p<.01$ level and those greater than .34 significant at the level of $p<.001$.

APPENDIX 9

Table 1

Levels of confidence in difficult driving situations, percentages

	Level of confidence				
Driving situation	Not at all	Not very	Reasonably	Very	Completely
In the rain	1.0	3.8	51.0	27.9	16.3
When alone	0.0	0.0	16.3	33.7	50.0
Parallel parking	7.7	24.0	37.5	18.3	12.5
Right turns	1.0	3.8	32.7	31.7	30.8
Freeways	1.0	4.8	25.0	34.6	34.6
High traffic roads	0.0	2.9	31.7	37.5	27.9
Peak hour	0.0	4.8	38.5	32.7	24.0
At night	2.9	11.5	36.5	29.8	19.2
At night in the rain	6.7	17.3	45.2	20.2	10.6

Table 2

Levels of avoidance of difficult driving situations, percentages

	Level of avoidance				
Driving situation	Never	Rarely	Sometimes	Often	Always
In the rain	67.3	19.2	11.5	1.0	1.0
When alone	95.2	4.8	0.0	0.0	0.0
Parallel parking	47.1	16.3	17.3	8.7	10.6
Right turns	71.2	15.4	10.6	1.9	1.0
Freeways	82.7	9.6	2.9	1.0	3.8
High traffic roads	76.9	12.5	9.6	1.0	0.0
Peak hour	68.3	10.6	18.3	2.9	0.0
At night	67.3	13.5	11.5	2.9	4.8
At night in the rain	57.7	18.3	11.5	5.8	6.7

APPENDIX 10

Inter-correlations between candidate predictor variables for a regression procedure predicting overall avoidance of difficult driving situations (n = 104)

Variable	1	2	3	4	5	6	7
1 Age	1.00	.14	.05	.29	.09	.36	.27
2 General health		1.00	.55	-.01	.09	.30	.32
3 Medication use			1.00	-.09	.12	.14	.11
4 Visual acuity, right eye				1.00	-.03	.10	.07
5 car RT, single, no distract					1.00	.46	.29
6 car RT, dual, distract						1.00	.70
7 car detect, dual, distract							1.0

Note: car RT = reaction time to the cars (secondary task) on the Computerised Visual Attention Test (CVAT); car detect = detection errors for cars on the CVAT; single = single task condition on the CVAT; dual = dual task condition on the CVAT. Correlations greater than .24 significant at the $p < .01$ level and those greater than .33 significant at the $p < .001$ level.

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