road, road signs and the dashboard much like a torch. Although information may

Interaction of vehicle, road and driver factors

How well the core driving task is performed is dependent on the performance of the vehicle, the design and condition of the road, the presence of other traffic and the driver's beliefs and attitudes. This is shown diagrammatically in figure 2. Broadening the systems perspective beyond the core driving task it can be seen that many of these factors interact with one another to influence the performance of the PDA cycle. For example the ability to negotiate a curve is dependent on the geometry of the road and its surface texture, visual characteristics of the curve and road markings, the stability and condition of the vehicle, the driver's experience with curves and the driver's

situations with reduced edge-rate information, such as open highways with broad lanes and shoulder widths are frequently associated with lower perceived speeds (Fambro, Turner & Rogness, 1981; Smiley, 1997). This phenomenon, mathematically

Area-wide speed

speeds far in excess of that which is safe. To assist drivers in negotiating curves safely, many curves ar

km/h curves, the chevron warning was the most effective, the road marking warning failing to slow participants on these curves during a cell phone rhyming task. It is

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