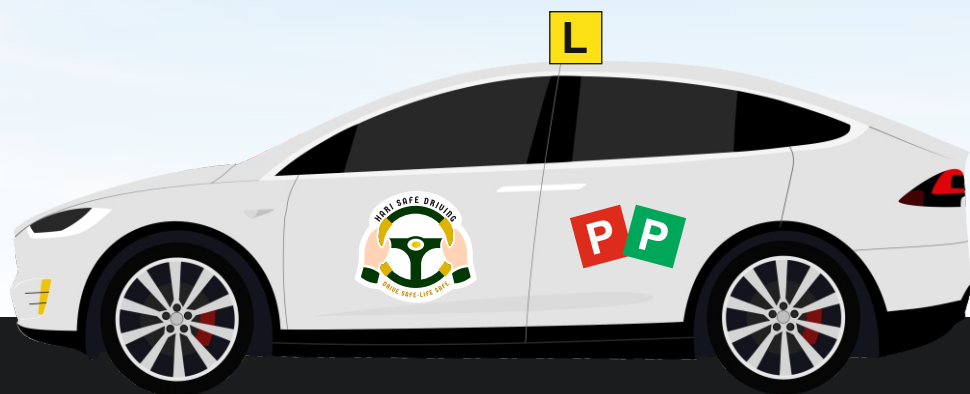




LEARN SAFE DRIVING & TIPS TO PASS DRIVING TEST



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HARI SAFE DRIVING

Drive Safe - Life Safe

LEARN SAFE DRIVING & TIPS TO PASS DRIVING TEST

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Tips to Pass Driving Test



Disclaimer:

The information provided in this book “LEARN SAFE DRIVING AND TIPS to PASS Driving TEST” is intended for general awareness among people and community concerned about safe driving and passing the driving test. This booklet does not take the place of well-structured learner programme that includes a high level of supervised driving experience in a broad range of driving environment.

The author advises readers to take full responsibility themselves for their safety and know their limits. Before practicing learning driving and other related areas described in this book, be sure that the practitioner does not take risks beyond their capacity and comfort level.

The information, techniques and suggestions mentioned in this book are not a substitute for the actual practice or drive tests. The author does not assume any responsibility or liability of any type including and not limited to any injury or loss that may result from practising in the areas described in this book.

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Foreword and Acknowledgements from the Author

The Author acknowledges with gratitude the whole-hearted cooperation and encouragement from Vikas Sharma and Ritika Kaushik in preparation and publishing this Book. In this area, Vikas Driving School has always been the Pioneer guiding force for the Author.

Suggestions from Vikas Sharma have been quite useful e.g. mention of Page No. of the book “VicRoads Driving Test (Criteria) 2012” for easy reference.

Another significant issue discussed with Vikas Sharma is that when Turning or performing Lane-Change, besides looking ahead, keep checking Mirrors or Back-Scan (Centre-side of turn - Centre - other side) till the Turn is completed and keep Scanning entire traffic 180*, and not just look mirror once upon getting instructions.

Discussions with Ritika Kaushik on correct use of Mirrors, Indicators, Front Scan and Head Check for Turns and Lane-Change was quite useful for publishing this Book.

I am thankful to several other Worthy Respectable Colleagues in the profession who liberally shared their views for adding quality to this book. For example, about Mobile Phone it was emphasised that Mobile Phone must be switched off or on silent mode, otherwise it is Intervention, ITE-1 resulting in immediate termination of the Test.

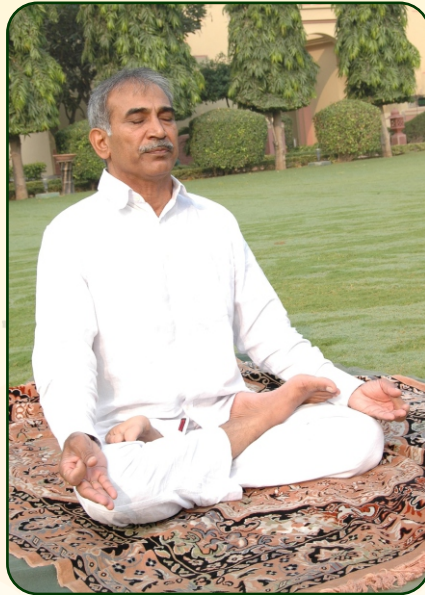
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1. Starting Prayer, Aim, Abbreviations used, Initial Practice - Cabin Drill, Pre-Drive Test or Safety Check

STARTING PRAYER

Close your eyes and remain in silence for a few moments seeking Divine Blessings for Safe Driving and Passing Driving Test.



AIM

Safety, Legal and Driving Licence with Uniformity in Driving by all Road Users.

To achieve above aims, have adequate practice in driving and develop step-wise habit to become independent in driving with confidence by following rules, signs and markings.

Abbreviations Used

Page Number is of “VicRoads Driving Test (Criteria) 2012” hereinafter referred to as “Criteria”.

TAI: Task Assessment Item or Task

SAI: Stage Assessment Item or Item

CE: Critical Error

ITE: Immediate Termination Error

Initial Practice (Page-29, Criteria, SAI 5.2 Controls) Cabin Drill and Car Controls

Left foot on foot rest, right foot on floor rotating on wheel between pedals of brake and accelerator, adjust seats, adjust steering, adjust mirrors and wear seat-belts. Some students fail soon after the start of the Driving Test because they forget to wear Seatbelt which an essential safety-feature.

Steering: Both hands on both upper sides with thumbs facing upwards & relaxed. For steering use Pull-Push Method or Hand Over Hand method or both.



Head position: Slightly front not touching headrest & back straight.



Focus on Controls and use of hands, foot brake, accelerator and steering. Smoothly start and stop but no jerks when breaking / stopping.

Use of Controls: To pullover, make your Car safe with Hazard Lights ON if required, Gears in Parking and Handbrakes applied. Follow the same sequence when stopping and starting to avoid confusion. Check Gears before reversing or driving ahead. Start the Car when Gears in Parking and Foot Brake pressed. When starting release handbrake at the end and likewise when stopping apply handbrake at the end. Be aware that you are safe with door-locks.

Mobile Phone must be **switched off or on silent mode**, otherwise it is **Intervention, ITE-1** resulting in immediate termination of the Test.



Pre-Drive Test or Safety Check (page-3, Criteria,2.1 “Drive Test Procedures”)

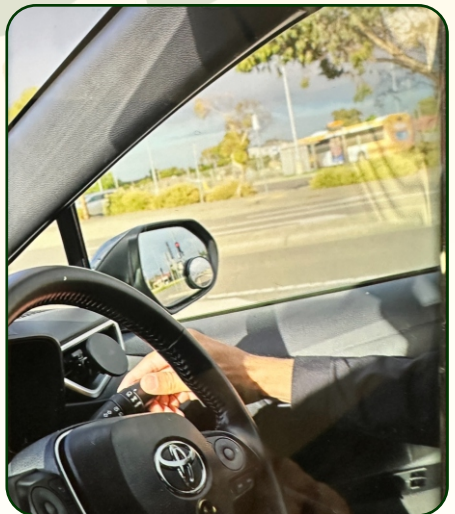
Well begin is half done. Pre-Drive Safety Check is an essential part of Graduated Licensing System.

Procedure for Pre-Drive Safety Check

Before beginning the Drive Test the LTO will direct the applicant to perform a pre-drive safety check.

1. The applicant is required to identify and operate the following vehicle controls:

- i. Turn Indicators
- ii. Headlights (High and Low Beam)
- iii. Hazard Lights
- iv. Windscreen Washer and Wipers
- v. Brake Lights



If the applicant fails to satisfy the above requirements, or if any of the vehicle controls listed above do not operate correctly, the applicant is not permitted to undertake the Drive Test.

2. The applicant is required to identify the following vehicle controls:

- i. Handbrake and
- ii. The Horn
- iii. Windscreen Demister and rear window Demister (where fitted).



3. Then the applicant is required to start the Engine. If the applicant fails to start the Engine, this is an Immediate Termination Error.



4. The LTO should direct the applicant to turn the headlights on (low beam) throughout Stages 1 and 2 of the Drive Test.



5. If it becomes necessary to use any of these controls during the Drive Test and the applicant requires assistance to operate the control, this is an Immediate Termination Error (Intervention).

The Pre-Drive Safety Check does not contribute to the Test Score. However, from the time LTO comes, your every action is assessed.

5 Parameters for Self-Assessment tracking your Skills and Progress

1. When you start enjoying safe driving.
2. When you feel that Safe-driving is an effort worth to be made.
3. When you overcome a perceived pressure during driving and remain safe.
4. When you feel yourself knowledgeable and skilled in Safe-Driving.
5. When someone makes an error, internal bells start ringing in you, you alert yourself and remain safe.

Driving Skills Assessment:

During Instructions find just 3 mistakes and then ask to pull over. Feedback pointing 3 mistakes (say 10 Mins) and discuss:

1. What the mistakes are.
2. Why it is a mistake: (a) Safety, (b) Legal or Road-Rules, (c) Test Criteria.
3. To fix mistakes, Re-training:
 - (a) Show how to fix mistake while driving,
 - (b) Ask Q's to make sure Learner understands,
 - (c) Observe and Acknowledge (ask to keep practising to get rid of this mistake)

Graduated Licensing System (GLS) applied by Victorian Govt. from 1 July, 2008 provides: At least 120 hours (including 10 hours night driving) of supervised driving experience; minimum 18 years age, log-book, eye-sight test, HPT, Drive Test (bring your Learner Permit); two-stage probationary period with P1 (red P plates) for one year and P2 (green P plates) for three years and with good safe driving record you continue on Full Licence after renewal notice, fee and photo.

Practice: Several pullovers, use of brakes and accelerator.

Driving Commentary: Quite helpful, if student can do it.

To prepare for VicRoad Driving Tests, Instructions to be clear, brief and relevant. Use an appropriate method of training - EDIP (Explain, Demo, Imitate & Practice) and DEDICT (Demo normal pace, Explain, Demo slowly, Imitate, Coach and Test).

At the start of the lesson, soon after Cabin-Drill and Pre-Drive Test, move on road for optimum learning and driving-practice.

2) Drive Test, Stage-1, 10 Minutes,

7 Assessable Driving Tasks, Point Errors

Basics for Safe Driving

Give-way Procedure at roundabouts, intersections & T-Points

Stopping at Stop Line or Stop Sign etc.

7 Assessable Driving Tasks (Tasks)

Tasks are manoeuvres like Turns, Lane-change, Straight Driving, “Reverse Parallel Park” or “Three Point Turn”. Each Task has several associated “Task Assessment Items” (10 Items) like Observation, Signalling, Gap-Selection. Straight Driving (Lateral Position) and Control is another aspect for Assessment called Stage Assessment Item. An Item is performed and assessed during a specific Task at a specific location on the Test-Route to record how well the Task was performed. Items contribute to the Point Score for Stage-1 and Stage-2 of the Test.

During the entire Assessment of the Test, 8 Critical Errors (CE) like “Too Slow” and “Fail to Look” and 8 Immediate Termination Errors (ITE) like Intervention and “Fail to Obey” are also recorded. Only two CE’s are allowed in the whole Test and only one CE is allowed in Stage-1. Any ITE, at any stage, in the Test results in Termination of the Test. CE’s and ITE’s are recorded at any time during the Test, not just during assessable driving tasks.

There is termination of Test if your driving action causes:

Another road user to take Evasion Action, immediate danger to road users or property, LTO or Instructor intervenes to avoid immediate danger to road users or property and unnecessary increases the risk of a collision. If another road user’s action was unnecessary, it is not considered as evasive action.

At least 5 out of 7 assessable tasks in Stage-1 including “Reverse Parallel Park” or “3 Point Turn” and at least 17 tasks across both stages of Test are undertaken including “Reverse Parallel Park” or “3 Point Turn”, at least 2 Lane-changes and 1 straight drive. Otherwise assessment is incomplete and Re-Test is required.

Point Errors or Score

During the Drive Test, the applicant is directed to drive around a fixed assessment route to perform specific assessable driving tasks (tasks) like turns and lane-change and uses specific task assessment items (items) with specific point for each item, to record how well the applicant performed each task. Errors made at this stage may be termed as Point-errors. These are besides Critical Errors (CE) and Immediate Termination Errors (ITE).

At the end of Stage-1 of 10 minutes, LTO directs the applicant to pull over to the kerb so as to enter the score of Stage-1 into Score-Sheet and totalled. To pass Stage-1 for going into Stage-2 of the Drive Test, a minimum satisfactory high score of points is needed.

Basics for Safe Driving and to Pass Test

Driving Test Starts with Leaving Yellow-Bay VicRoads Parking as per the directions of the LTO. Well-begin is half-done. Remain alert complying with procedures and provisions of “Parking Observation”, “Parking Movement” and “Leaving Parking”. You are ready to pass the Test when you drive safe independently i.e. no intervention is required.



When turning Left, like in Coolaroo Testing Centre as an example, take turn from as close to the left side of the Kerb as practically possible avoiding too wide turn that can block other road users.



Sequentially follow:

1. Control
2. Mirror-Check or Back-Scan,
3. Indicator, and
4. Look or Front-Scan with Far-Wide-View Right, Left and again Right,
5. Head-check, if diverging left or right.

Whenever stuck or confused, ask yourself above 5 functions sequentially. Similar sequence is for Control, as a pattern or habit to avoid confusion.

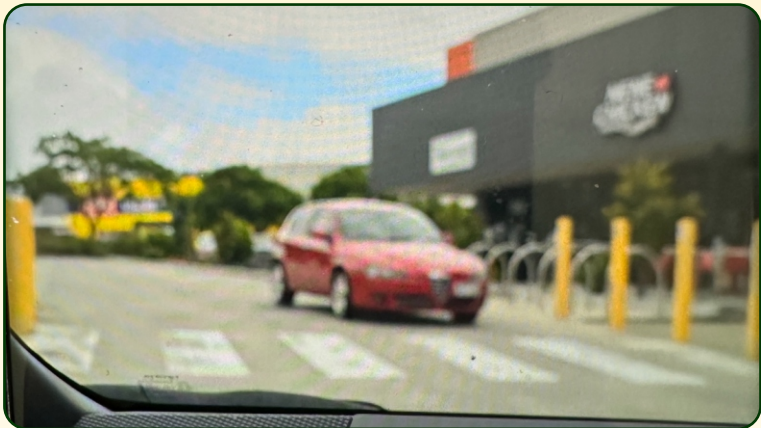
To Start: press Foot Brake, apply Gear to D, release Hand Brake, leave Foot brake and apply Accelerator.

To Stop: Stop Accelerator, apply Foot Brake (to stop), apply Gear to P and apply Hand Brake. Vehicle is in safe mode when gears in P and Hand Brakes applied.

When on steering, as a continuous process, keep Looking front far-wide Right, Left and Right (Front-Scan) at all times except when momentarily checking Mirrors (Back-Scan) every 10-12 secs. Before initiating Indicator, your eyes are at Central Mirror and then at the mirror of the side of the turn.

Operate the Clutch and Gear smoothly and also speed up / slow down smoothly avoiding any jerky actions or movements.

Again at **VikRoads Coolaroo** Centre, be careful in Giving Way to pedestrians at first left turn and soon after that, observe for Gap and stop behind if necessary.



Next comes second left turn almost opposite to office of **VikRoads Coolaroo** Centre



Then comes Traffic Light T-Intersection on Pasco-Vale Road with 80 Km./ Hr. speed, turning Left using Slip-Lane and turning Right from Right-Lane.



For turning Left, enter into Left turning lane using the dotted-line just before the Slip-lane. At the Slip-lane, it may be necessary to stop the vehicle on a crosswalk to view traffic approaching from Right side, before completing the Left-turn. But need to take all reasonable care to ensure that no pedestrian has to take Evasive Action, and it is necessary to stop on the crosswalk to view approaching traffic. If more than one vehicle is queuing to make the Left-turn, the exception applies only to the first vehicle in the queue.



At the Slip-lane, for turning left into Pasco-Vale Road, need to Give-way to traffic on main road from right side and also any traffic making U-turn at this Traffic Light T-Intersection. On turning left, merge into traffic of the either lane, after Giving Way so as no other road user takes Evasive Action.



Give-way Procedure at roundabouts, intersections & T-Points

Golden Rule of Five Priorities for Traffic, follow sequentially:

1. First or top Priority - Traffic going Straight
2. Second Priority - Traffic turning Left
3. Third Priority - Traffic turning Right
4. Fourth Priority - Traffic making U-Turn
5. Fifth or least Priority - Traffic using Slip-Lane.

Rules to be followed sequentially when turning or going straight at roundabouts, intersections & T-Points:

1. Check Mirrors (back scan) - first turning side & then other side,
2. Activate Indicator - turning side keep activated till turn is completed,
3. Look (front scan) - Right, then Left and again Right &
4. Go (when Safe).

At Roundabouts: Must give way to any Vehicle already in the Roundabouts and any vehicle that may enter from right side. Generally, use left signal if going less than 90° e.g. 1st Exit or left side, no signal if going at 90° or straight, right signal if going more than 90° e.g. 3rd or 4th Exit.

Before moving from Roundabout or Intersections, also see the traffic in sides and behind using Mirrors, then activate indicator and also perform head check if diverging any side.

Upon finding proper Gap, merge or smoothly match your speed with traffic there. Gap selection and Give Way go hand in hand.

Give-way and Stop for a second at Turns, Roundabout and Give-ways and then Go.

Stopping for a Sec. & Looking at traffic approaching from both sides keeps one comfortable and relaxed so as you may ensure safety of everyone.

Decide well before the side you are turning or going straight. Check mirror, Left or Right as you decided to turn, or Centre-Right-Centre-Left if decided to go

straight. Then activate Left or Right Indicator to keep road users behind aware about your intentions to turn Left or Right.

Look and Scan Front with Far-Wide-View by Looking Right, Left and again Right just before completing the Turns, going Straight or Lane-Change.

Always keep continuous scanning traffic behind by Checking Mirrors (Back-Scan) every 10-12 secs, a general check, which with focus in Front (Front-Scan) ensures 360° scanning.

“Mirror and Indicator” are together one after the other whereas “Look” is at the end just before completing the Task.

At Bumps: Checking Central mirrors to see traffic behind and adjust my speed, brake and slow down to 20 km. It is not illegal to stop at Bumps but it is not ok.

At Pedestrians Crossings: We must not overtake vehicles. Must Give-Way (ITE-4) to people so as they may not change their intended way or pace causing Evasive Action (ITE-8).

Stopping at a Stop Sign and Stop-line

At Stop Sign, completely Stop for at least 3 Secs., check mirrors and Give Way to traffic approaching both from Left or Right sides.

At Stop-Line, stop at least one metre behind the Stop-Line when required to stop but never cross it. Check mirrors, slow down, front scan right and left both sides of the road ahead.

When Turning right or left, Give-way to intersecting traffic. Do not try to rush into the traffic stream.

Rule 67 of Road Safety Road Rules 2017 (Stopping and giving way at a stop sign or stop line at an intersection without traffic light) provides that a driver at an intersection with a Stop Sign or Stop Line, but without traffic lights, must stop and give way in accordance with this rule.

Pullover & Stop at the Kerb

For Pull-over and stopping at Kerb, keep checking left-side mirror for gap of 30 cm and front position to avoid hitting the Kerb.

Same 3 Basics for Lane-change towards Left i.e. Check Mirrors (Back-Scan) starting from Centre Mirror before shifting to Left, activate left Indicator for at least 3 secs. and Look (head-check). It includes Cyclist Lane and any diverging equal to the width of the Car from straight / Lane driving. Remember to Look both sides when Leaving the Parking or Reversing, if needed.

For reversing also, follow left Lane Change procedure - see all around - back and both sides.



3. Five Main Tasks in Driving Test

- i. Turning Category of 4 Tasks,
- ii. Lane-Change Category of 5 Tasks,
- iii. Straight Driving - Lateral Position,
- iv. Reverse Parallel Park, and
- v. Three Point Turn.

3(I) Turning Category 4 Tasks

Turn Left, Turn Right, U-Turn & Turning Position

Same Basics to follow sequentially throughout when turning:

1. Check Mirrors (back scan) - first turning side & then other side,
2. Activate Indicator - turning side keep activated till turn is completed,
3. Look (front scan) - Right, then Left and again Right &
4. Turn/Go (when Safe).

During Test, if LTO does not give any instructions, then continue straight and follow the road.

In preparation for turning, position your Car to the left of Center Line i.e. Center, for turning right.

Slow down only after entering Turning-Lane / Slip-lane and maintain speed until you enter Turning-Lane, otherwise it forces other road-user behind to take evasive action.

At Turns, Roundabouts and Give-ways observe, assess the traffic and if required slow down and stop for a second to Give-way.

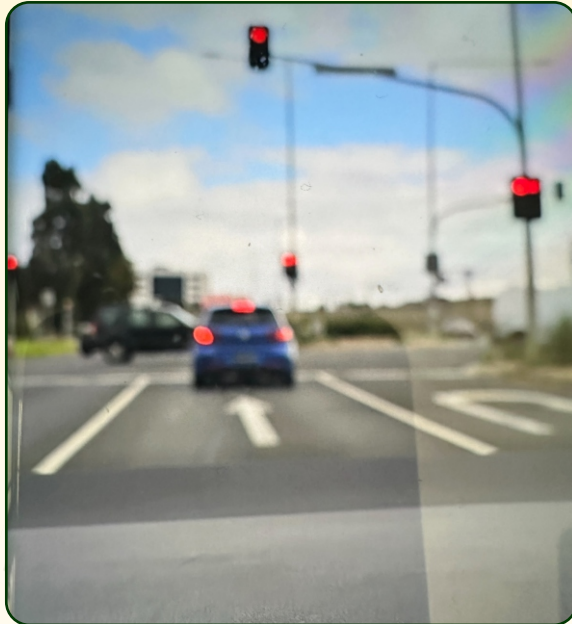
When turning, remain straight or in the side of turning, but do not move into other side.

During Turning movements do not leave space your left or right whichever side you are turning so as no one does unsafe act of entering that side.

When turning and using Islands, stay near your side to avoid blocking others view.

When turning right at marked multi-lanes, enter any lane. For unmarked lanes, enter as near to the central lane as possible.

At Intersections: Be careful about Turning Light Signals (Arrows) which are at



some busy Intersections. At most intersections there are Lights and while turning Right, it needs to be more careful.

While Turning left or right, by default go into near Lane whereas when doing U-Turn go into far lane.

At most Turns / Bends, speed is 20 km or less as feel comfortable for safety and effective control.

Look both sides when Leaving the Parking & Reversing.

When Turning Left

Check Central Mirror and Left Mirror then give Left Indicator, Position your Car as close to the Left Kerb as practically possible, and do Front Scan (Right-Left-Right). After turning keep as near as practicable to the left side of the road.

Do not cross the centre line of either the road you are turning from or the road you are turning into.

If turning left from a road without marked lanes, commences the turn from as near as practicable to the left side of the road. It is not considered practicable to drive close to the left side of the road if this would require to diverge frequently around parked vehicles.

Positions the vehicle wholly within the lane (except when changing lanes) and



do not wander from side to side within the lane.

Maintains a lateral clearance of at least 1.2 metres from parked vehicles whenever possible.

Maintains a safe lateral clearance from vehicles travelling in other lanes. Do not contact any kerb when turning right or left or negotiating a roundabout.

When Turning Right and U-Turn

Check Central Mirror and Right Mirror then give Right Indicator, Position your Car at Centre of road or Left of Central Line (If turning from a road without marked lanes) and do Front Scan (Right-Left-Right). After turning keep as near as practicable to the left side of the road.



Keeps in the centre or Left of the centre line of the road when entering the intersection and when leaving the intersection. If turning right at an intersection other than a T-intersection or a roundabout, pass to the right of the centre of the intersection.

When turning right, avoid touching the central line of the road you are entering. It may be difficult to judge where the centre of the intersection is located, so the applicants should be penalised only for very clear breaches of this requirement.

For Multi-Lane Turns: Position car to the side of the Turn.

3 (ii) Lane-Change Category 5 Tasks

Lane-Change Left to Right, Lane-Change Right to Left, “Pullover and Stop at the Kerb”, Reversing and “Leaving Parking”.

Lane Change: Same 3 Basics i.e. Check Mirrors (Back-Scan), give Indicator and Look (head-check). It includes Cyclist Lane and any deviation equal to the width of the Car from straight / Lane driving. It also applies to Leaving Parking, Pull-over and Reversing.

Maintain same speed when changing Lane and for turning reduce speed after entering the turning-lane, so as road-user behind do not take evasive action impacting their speed (slow or fast) or course (going left or right).

Follow procedures and guidelines when performing Lane-Change and other tasks for safety and passing Driving Licence.

Head-check: Head-check is required for Leaving Parking, performing Pullover, Lane change, Reverse Parallel Parking and Three Point Turn.

Lane-Change Left to Right



Apply same 3 Basics, first Check Mirrors (Back-Scan), give Indicator and perform Head-check just before starting shifting towards right lane, then start lane change when all is clear.

Maintain speed when changing Lane so as road-user behind do not take evasive action impacting their speed (slow or fast) or course (going left or right).



For Lane-Change Right to Left follow above procedure

3 (iii) Positioning the Car, Lateral Position and Driving Straight

(Page-16, Criteria, TAI 4.6 Lateral Position)

Keep your car positioned / left-aligned on the road or Lane.

For lateral position, drive straight and keep checking side mirrors in relation to front position.

When stopped, keep safe following distance and keep safe clearance on each side (lateral position).

No more than two breaches of Lateral Position are allowed in stage-1.

While driving, develop habit to drive left-aligned in your lane and pullover (by using knob as index) ensuring safe-gap at sides (lateral position) by checking side-mirrors & looking particularly front left side.

After entire practice / course is completed, ask to Pullover, ensure left alignment using index-point.

Going Straight: When Going Straight at Roundabouts, Intersections and Traffic Lights, check Mirrors (Centre, Right and Central, Left) to see the traffic behind. No Indicator (means indicator for going straight), position car in the middle of Lane and do Front-Scan / Look (Right - Left - Right) just before crossing.

3 (iv) Reverse Parallel Park and

3 (v) Three-Point-Turn

Both explained in next Chapter 4.

4 Reverse Parallel Park & Three-Point-Turn

Reverse Parallel Park

(Page-23, Criteria, TAI 4.8 Parking Movement)

Parking Observation

(Page-22, Criteria, TAI 4.7 Parking Observation)

When Reverse Parking, the applicant looks out the rear window of the vehicle immediately before reversing.

Procedure for Reverse Parallel Park

i. The right spot: When you choose the place, you are going to park, especially when you are new to driving, make sure that the cars on either side are not on or over the marked lines.

ii. Positioning: Move your car until it is parallel with the car Parked at the front of the parking space while maintaining left turn signal. Remember you always reverse to parallel park. Leave about 0.5 to 1 metre lateral distance between your vehicle and the one you plan to park behind. While stationary, keep your foot on the brake, move your steering wheel back to the centre so that your wheels are straight.

Begin the process by lining up mirrors of both cars. Turn your steering wheel half or 180° to the left while remaining stationary.

iii. Start Reversing: Holding steering wheel firmly turned half or 180° to the left, start reversing until there is V shape of your car with the kerb and rear left wheel of your car is about 30 cm from the kerb. Then bring car to stationery position and turn your steering wheel all the way locked to the right. Again, start reversing until car is straight and parallel to the kerb within 30 cm distance from the kerb. Once you can visually see the gutter back down the street in the passenger mirror, you know the car is straight. Adjustments from here should be minor movements forward or back and are always done at a very slow and safe pace.

iv. Forward Movement and Adjustments: Then put the car in Drive and manoeuvre steering so as front wheels of my car are in line with the rear wheels of car in front.

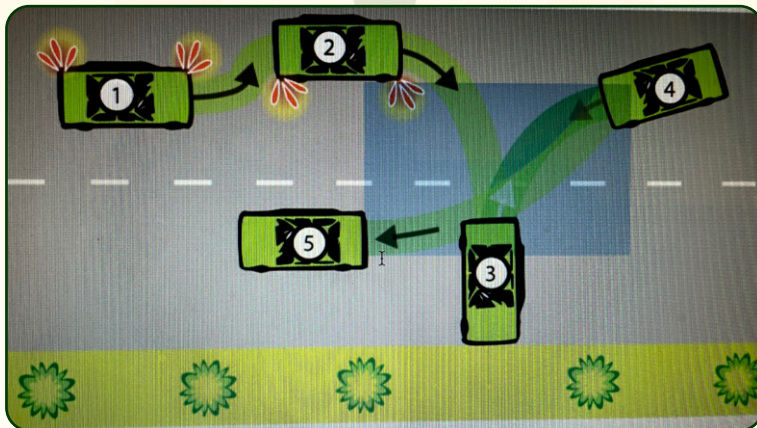
It is ideal that your car is parked in the centre of the car spot to give room to the other cars parked and for pedestrians to be able to pass between the cars easily. So, once you are in the spot adjust your position and move your wheels accordingly.

Finish with the front and rear left wheels within 30 cm of the kerb and front of the car between 1 and 2 metres behind the rear of the vehicle in front.

Note: Complete the reverse park in no more than **4 vehicle movements** and in no more than **2 minutes** (unless traffic conditions make this unreasonable).

Do **not reverse more than 7 metres behind the rear** of the vehicle in front (measured from the rear of the parked vehicle to the front of your car).

Do not hit the kerb heavily enough to cause discomfort to vehicle occupants. Do **not allow any wheel to mount the kerb** while parking.



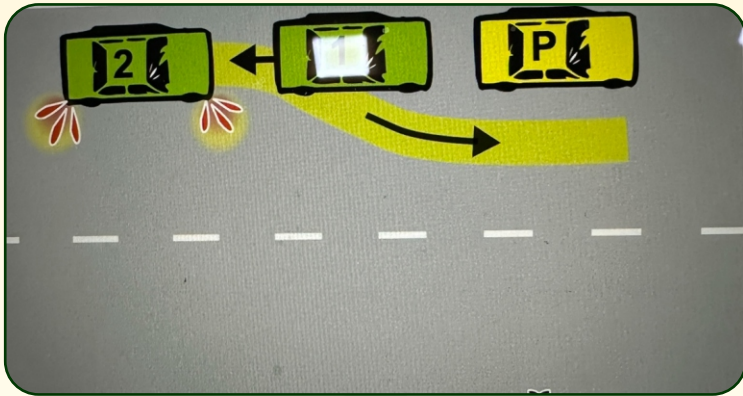
For “Reverse Parallel Park”, starting distance 0.5 to 1 meter from car when mirrors in same line, reverse until car is straight, finish about 30 cm from the kerb, 1 to 2 meters behind the parked vehicle.

Leaving Parking

(Page-25, Criteria, TAI 4.9 Leaving Parking)

Follow right lane change procedure - see all around - back and both sides. After Reverse Parallel Park is completed there is a safe gap from the vehicle in front. Activate right indicator for at least 5 secs., perform the head-check immediately before pulling out from the kerb.

Pullout from the kerb in not more than two car movements, one reverse and another forward movement.



“P” Indicates a Parked Car

Precautions: If one or more Tyers contact the kerb but not hit heavily enough to cause discomfort to the occupants of the vehicle and without mounting the kerb, there is no penalty.

But if one wheel of the vehicle has mounted the kerb while parking and no road user has taken evasive action, then CE should be recorded and “NO” should be recorded for Parking Movement.

If one wheel of the vehicle has mounted the kerb and any road user has taken evasive action, or created danger to property, or more than one wheel has mounted the kerb, then ITE should be recorded.

If more than 2 minutes time is taken, then “NO” should be recorded for Parking Movement and LTO may decide to abandon the Reverse Park and continue the Driving Test.

Three-Point Turn

(Page-26, Criteria, TAI 4.10 Turning Movement)

Applicants to learn both types of 3 Point Turns - “using driveway” and “kerb to kerb”.

Turning Movements for “Three Point Turn, kerb to kerb” start when 30 cm from the edge. Full Steering means lock or turning all the way to Left or Right. Gentle touching kerb - ok, hard touch - critical error, both tyres mount on kerb – immediate termination error.

- i. Put on left Indicator before stopping at the Kerb.
- ii. Position your car parallel to and within 30 cm of the kerb before starting the Three-Point Turn.
- iii. Put on right Indicator before leaving the Kerb.
- iv. Look in both directions before commencing the Turn.
- v. Proceed across the road to the opposite kerb.
- vi. Look in both directions along the road before Reversing commences.
- vii. Look in the direction of travel before and during Reversing.
- viii. After Reversing, look in both directions before moving off.

For performing a three-point turn, the applicant is free to choose whether or not to pull over to the left kerb before turning across the road to the right.

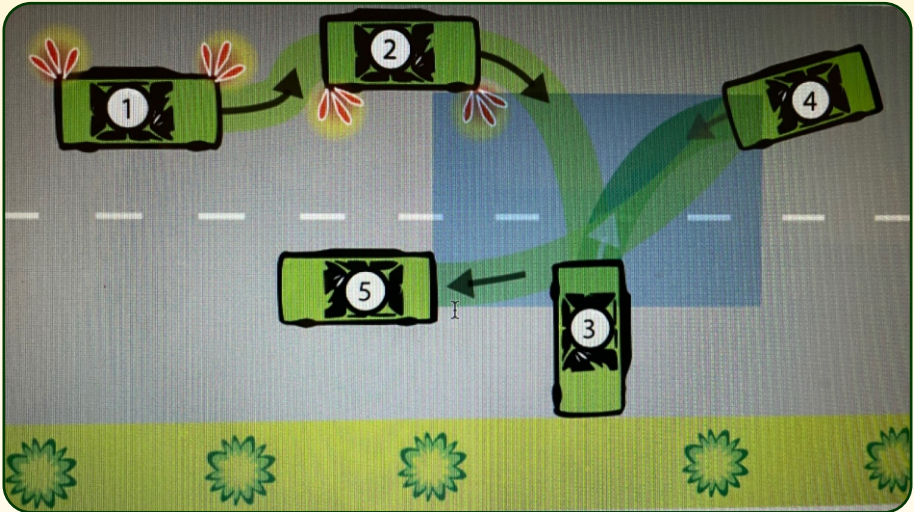
The applicant is also free to choose whether to turn between the kerbs or to make use of a driveway on the right side of the road.

Move across the road to the right kerb or into a driveway without hitting any kerb hard enough to cause discomfort to vehicle occupants and without allowing any wheel to mount a kerb.

If electing to use a driveway, do not allow the vehicle to enter private property.

Returns to the correct side of the road when driving off as the manoeuvre is completed.

Completes the manoeuvre in no more than 2 minutes and without moving across the road to the right more than once.



If one or more Tyers contact the kerb but not hit heavily enough to cause discomfort to the occupants of the vehicle and without mounting the kerb, there is no penalty.

But if one wheel of the vehicle has mounted the kerb and no road user has taken evasive action and there is no danger to property, then CE (Mount Kerb) should be recorded and “NO” should be recorded for Turning Movement.

If one wheel of the vehicle has mounted the kerb and any road user has taken evasive action, or created danger to property, or more than one wheel has mounted the kerb, then ITE should be recorded.

If more than 2 minutes time is taken, then “NO” should be recorded for Parking Movement and LTO may decide to abandon the Reverse Park and continue the Driving Test.

5. 10 Task Assessment Items

(Sr. No.4, page 7, Criteria)

i. Observation

(Page-7, Criteria, TAI 4.1 Observation)

i) When driving Straight: Keep looking ahead (Centre-Right-Centre-Left) except when checking mirrors (every 10-12 secs) according to the traffic conditions. Mirror-Check is performed just before going Straight at any Roundabout or Traffic Intersection. It is 360* continuous Scan of traffic by Checking Mirrors and by Looking Front traffic with far Wide View all around.

ii) For Turns: Besides looking ahead, keep checking Mirrors or Back-Scan (Centre-side of turn - Centre - other side) till the Turn is completed and keep Scanning entire traffic 180*. With front focus, it is Scanning entire traffic all around 360*. Mirror-Check is performed just before initiating Turns at any Roundabout or Traffic Intersection.

For Leaving the Parking from Kerb and Reversing: Look the directions of travel along the road before and after reversing, keep checking mirrors ((Centre-Right - Centre - Left) until Leaving the Parking or Reversing is completed. When reversing during three-point-turn, look in the direction of travel.

iii) When diverging: Besides looking ahead, keep checking mirrors (Centre-side of Diverge /Lane change - Centre - other side) including entering cyclist lanes for turning left and merging, until Lane is changed. Also Look laterally by Head-checks watching other road users, thus keep scanning entire traffic all around 360* .

iv) Before slowing down / braking: Check Centre Mirror immediately before slowing down / braking to look traffic behind when approaching bumps, crossing the roundabout and traffic intersections.

v) When Giving way (entering into roundabouts, intersections, T-points etc): Look or Front Scan (Right-Left-Right) in the direction from which conflicting traffic approaches, besides checking mirrors according to the traffic conditions.

Above actions - Look / Front Scan including far wide left and right sides, Mirrors check / Back Scan and Head-check constitute “Observation”.

Make a clear distinction between Looking (without mirrors) and Checking mirror.

NA (Not Applicable) Scoring if LTO unable to determine whether Looked or Not in a situation like applicant waving Sunglasses.

For diverging like Lane change, if no Mirror-check and no Head-check is performed, it is CE, if none takes evasive action. But it is ITE if anyone takes evasive action.



ii. **Signalling /Indicators**
(Page-9, Criteria, TAI 4.2 Signalling)

i) When leaving Parking (from Car Park) or Kerb (on Road): Keep Indicator ON until parking is left, and for at least 5 secs, even if there is no other Traffic. Do not forget to cancel the Indicator after leaving the Parking.

ii) When Turning, pulling into the kerb, diverging / Lane-change, three point-turn and stopping next to a car for initiating Reverse Parallel Park: Keep Indicator ON until the Turn is completed, and for at least 3 secs, even if there is no other Traffic. Do not forget to cancel the Indicator after Turn is completed.

iii) Too early Turn-Indicator: Do not activate Indicator too early to confuse other road users about which street the applicant wants to turn.

“NO” for signalling be recorded if incorrectly applied i.e. not activated soon enough or cancelled too soon.

Critical Error for signalling only if the required signal is omitted altogether.

For diverging like Lane change, if no Indicator is activated, it is CE, if none takes evasive action. It is “NO” for assessing “Signalling”. But it is ITE if anyone takes evasive action.

iii. Gap Selection

(Page-12, Criteria, TAI 4.3 Gap Selection)

Gap selection is Judging first available safe gap for entering into the traffic, after initial period of observing the approaching traffic. Unsafe gap is to be rejected and no entry taken into the traffic.

Entry into trafrc: Slow down or Stop to Look / Front-Scan to assess traffic (Right-left-Right) and also keep checking mirrors or Back-scan to keep watching 100% traffic all-around.

Scoring **“Yes” if at least one traffic** unit (motor vehicle, bicycle or pedestrian) is approaching. **“NA” if no approaching traffic** unit. **“NO”** if first available Gap is not selected when at least one traffic unit is approaching.

Stopping unnecessarily for over a sec. when no traffic, is a Critical Error No.6 **“Stall”** (Page-36, Criteria, CE 6.6, Stall).

ITE-4 “Fail to Give”: If unsafe Gap is selected and another road user has to take evasive action.

Drivers who reject safe gaps cause increased congestion and delays, leading to frustration for other road users.

iv. Speed Choice

(Page-13, Criteria, TAI 4.4 Speed Choice)

Speed choice is Choosing a safe legal speed for the traffic conditions. Speed advisory signs are for guidance and do not set speed limits.

i) Do not exceed speed limit by any margin continuously for 5 sec or more, ITE-5 applies.

ii) Do not exceed speed limit 5 km / hr at any time, ITE-5 applies.

iii) When driving straight, drives at or close to the speed limit when conditions are suitable, but at a lower speed when road or traffic conditions (like wet or

unsealed road or slow-congested traffic) make it unsafe to travel close to the speed limit.

iv) When driving straight, does not drive 10 km or more below the speed limit, unless road or traffic conditions (like wet or unsealed road or slow congested traffic) make it unsafe to travel close to the speed limit. In normal conditions, Critical Error-1 “Too Slow” is recorded when drives 10 km/h or more below the speed limit in a substantial part of the stage.

Besides CE-1, it is “NO” for “Speed-Choice” to drive 10 km/ hr or more below the speed limit.

v) When merging, adjust speed if necessary to choose a safe gap in the traffic.

vi) School Timings: Do not exceed speed limit by any margin in an area identified by Speed-limit sign with the additional words ‘School’ or ‘School Zone’, applies only during the operating hours defined by the sign. Usually it is 40 km/hr starts from the Sign displayed / blinking and continues until next Speed-Sign, next Turn, Traffic Light, Intersection, Roundabout etc.

vii) Road-Works: Do not exceed speed limit by any margin in an area identified by Road-works sign. Speed limit usually 40 KMPH starts from the Sign displayed / blinking, continues until “End Road Work” sign is displayed or until next Speed-Sign, next Turn, Traffic Light, Intersection, Roundabout etc.

v. Following Distance

(Page-15, Criteria, TAI 4.5 Following Distance)

i) Maintain a following distance of at least 2 secs. behind the vehicle ahead when driving straight in normal / good conditions.

ii) Maintain a following distance of at least 3 secs. behind the vehicle ahead when driving straight in poor conditions (e.g. wet or unsealed road).

iii) Resumes as soon as practicable after changing lane, the applicable following distance of at least 2-3 secs. depending on conditions, behind the vehicle in front.

vi. Lateral Position

(Page-16, Criteria, TAI 4.6 Lateral Position)

- i) On multilane roads marked for applicant's direction of travel, select an appropriate lane for the driving task.
- ii) When turning left or right on multilane roads with marked lanes, commence the turn from a lane from which the turn is permitted.
- iii) When turning into a multilane roads with marked lanes, comply with road-markings, if any, requiring the turn to finish into a particular lane, instead of misleading other road users by turning towards into one lane and then changing direction to finish in a different lane.
- iv) When driving straight through an intersection, do not select a lane marked for traffic turning left or right.
- v) Do not drive into left lane when it is intermittently blocked by parked vehicles and another lane is available.
- vi) On roads with only one lane or line of traffic, position your car as near as practically possible to the left side of the road except when the road is intermittently blocked by parked vehicles and not practically possible.
- vii) Maintain a lateral distance of 1.2 metres from the parked vehicles whenever possible.
- viii) Maintain a safe lateral clearance from vehicles travelling in other lanes.
- ix) When stopped prior to a traffic intersection, remain behind the Stop Line, keep safe clearance from vehicles in front and on each side and keep alert to drive immediately upon green light.
- ix) Do not contact any kerb when turning left or right and when negotiating a roundabout.
- x) Do not drive into a bicycle-only lane except for leaving or entering a road,

pulling over to or out from the kerb, and overtaking a right-turning vehicle wherein an applicant can drive only upto 50 metres in bicycle only lane.

xi) Position your vehicle wholly and laterally straight within the lane except when changing the lane and do not wander from one side to another into the lane. Keep checking position from side mirrors in relation to front position.

xii) When Turning Left, on roads without marked lanes commence the turn from as near to the left side as practically possible. On the roads with marked lanes, do not cross the Centre line of the road you are driving and the Centre line of the road you are entering.

xiii) When Turning Right on roads without marked lanes, enter the intersection as near as practicable to the centre-line, if any, or the centre of the road (if no centre-line).

Keep left of the centre-line, if any or the centre of the road (if no centreline) when entering and leaving the intersection.

xiv) Keeps in the centre or Left of the centre line of the road when entering the intersection and when leaving the intersection. If turning right at an intersection other than a T-intersection or a roundabout, pass to the right of the centre of the intersection.

When turning right, avoid touching the central line of the road you are entering.

It may be difficult to judge where the centre of the intersection is located, so the applicants should be penalised only for very clear breaches of this requirement.

xv) While driving, develop habit to drive left-aligned in your lane and pullover (by using knob at dashboard etc. as index) ensuring safe-gap at sides (lateral position) by looking at side-mirrors.

After entire practice is completed, Pullover to the left kerb ensuring left-alignment.

vii. Parking Observation

(Page-22, Criteria, TAI 4.7 Parking Observation)

viii. Parking Movement

(Page-23, Criteria, TAI 4.8 Parking Movement)

Reverse Parallel Park

ix. Leaving Parking

(Page-25, Criteria, TAI 4.9 Leaving Parking)

x. Turning Movement

(Page-26, Criteria, TAI 4.10 Turning Movement)

Three-Point Turn

All 4 above, explained in Chapter 4.



6. Critical Errors

(Page 30, Criteria 6 Critical Errors)

i. Too Slow

(Page-30, Criteria, 6.1 Too Slow)

“Too Slow” Critical Error No.1, is recorded:

i) In normal conditions, Critical Error-1 “Too Slow” is recorded when drives 10 km./hr. or more below the speed limit in a substantial part of the Stage, either Stage-1 or Stage-2.

Besides CE-1, it is “NO” for “Speed-Choice” to drive 10 km./ hr. or more below the speed limit.

The applicant is not penalised for travelling 10 km. or more below the speed limit for a substantial part of the stage, if traffic conditions (like wet or unsealed road or slow-congested traffic) make it unsafe to travel closer to the speed limit.

ii) The applicant remains stationery for more than 5 secs for no good reason when the traffic-light signal has turned green, vehicles queued in front have moved off, and at a Stop Sign or Give-way sign all vehicles have cleared to which Give-way is required.

iii) The applicant stops unnecessarily before driving through a pedestrian or children crossing when there are no pedestrians on or approaching the crossing.

iv) Drivers driving too slow or stop unnecessarily increase traffic congestion causing frustration to other drivers leading to unsafe behaviour. This item should only be recorded once in each stage, if relevant.

ii Fail to Look

(Page-31, Criteria, 6.2 Fail to Look (No Look))

i) **“Fail to Look” Critical Error No.2**, is recorded:

When pulling out from the kerb, the applicant does not check the mirrors and does not do a head check before moving off.

When diverging left or right by at least the width of the car, the applicant does not check the mirrors and does not do a head check before diverging.

When changing lanes or partially changing lanes, the applicant does not check the mirrors and does not do a head check before crossing the lane boundary.

When required by the road rules to give way to conflicting traffic, the applicant fails to look for conflicting traffic before proceeding.

ii) The applicant is required to continue to check mirrors from the moment the signal is activated until procedure is completed and signal is off.

iii) When turning or diverging (including changing lanes or pulling out from the kerb), if the applicant fails to give way causing another road user to take evasive action, an Immediate Termination Error (ITE4) is recorded.

iv) At Give way, the applicant is required to approach and turn at a speed that would make it possible to assess potential hazards or conflicting traffic.

Checks for traffic approaching from left and right, even if no traffic approaching from any side.

iv Block Pedestrian Crosswalk

(Page-33, Criteria, 6.4 Block Pedestrian Crosswalk)

“Block Pedestrian Crosswalk” Critical Error No.4, is recorded:

- i) The applicant stop the vehicle on or partly on a children’s crossing, pedestrians crossing or marked foot crossing.
- ii) The applicant is not penalised for stopping the vehicle on a crosswalk if it is necessary to do so to view approaching traffic before completing a turn at an intersection. If more than one vehicle is queuing to make the turn, it applies only to the first vehicle in the queue.
- iii) Before stopping on the crosswalk, the applicant must take all reasonable care to ensure that no pedestrian has to take evasive action.
- iv) For the safety of pedestrians, a driver should not stop a vehicle in a portion that blocks children’s crossing, a marked foot crossing or pedestrian crossing. However, in some cases (like left-turn slip lane) it may be necessary for the first queued vehicle to stop on the crosswalk, if an adequate view of approaching traffic cannot be obtained by stopping at the crosswalk.

v. Mount Kerb

(Page-35, Criteria, 6.5 Mount Kerb)

“Mount Kerb” Critical Error No.5, is recorded:

- i) While entering or leaving a parking space or performing a three-point turn, the applicant allows one wheel of the vehicle to mount the kerb.
- ii) If while entering or leaving a parking space or performing a three-point turn, one or more tyres contact the kerb but not hit heavily enough to cause discomfort to the occupants and without mounting the kerb, there is no penalty.

iii) If more than one wheel of the vehicle mounts the kerb or a road user takes evasive action, or there is danger to property, an Immediate Termination Error is recorded.

vi Stall

(Page-36, Criteria, 6.6 Stall)

“Stall” Critical Error No.6, is recorded:

- i) When the applicant stalls the vehicle at any time during the test.
- ii) if the applicant requires physical or verbal assistance to start or restart the vehicle after a stall or at any other time in the test, an Immediate Termination Error (Intervention) yet reminiscent, is recorded.
- iii) Stalling the vehicle can lead to to potentially dangerous conflicts with other traffic.

vii Incomplete Stop

(Page-37, Criteria, 6.7 Incomplete Stop)

“Incomplete Stop” Critical Error No.7, is recorded:

- i) When stopping at the Stop sign, the application slows and pauses but fails to bring the vehicle to a complete stop (with the wheels motionless) behind, but within 2 metres of the stop line.
- ii) When stopped at a Stop sign, traffic lights or children's Crossing, the applicant stops with part or all of the vehicle beyond the stop line, but the vehicle does not intrude into the pedestrian crosswalk.
- iii) if the applicant drive past a Stop sign without clearly demonstrating an intention to stop, an Immediate Termination Error (Fail to Stop) is recorded, regardless of whether there is any conflict with other traffic.
- iv) The Critical Error should not be used if the incomplete stop occurs at a Railway Level Crossing. If the applicant fails to bring the vehicle to a complete

stop in the correct position at Railway Level Crossing when required to do so, an Immediate Termination Error (Fail to Stop) is recorded.

v) If the applicant does not stop at a red traffic light or associated stop line, an Immediate Termination Error (Fail to Stop) is recorded.

vi) if the applicant stops beyond the stop line and the vehicle intrudes into the pedestrian crossing, but no pedestrian is affected, a Critical Error (Block Pedestrian Crosswalk) is it recorded.

vii) When stopping at a Stop sign, traffic lights or children crossing, the applicant fails to bring the vehicle to a complete stop behind the stop line, and as a result create a conflict with a pedestrian or an approaching vehicle on the intersecting Road, an Immediate Termination Error (Fail to Give Way) is recorded.

viii Other Illegal Action

(Page-39, Criteria, 6.8 Other Illegal Action)

If Critical Error (Other Illegal Action) is recorded, the LTO must also record the nature of the illegal action on the Score Sheet marked “Other Illegal”.

“Other Illegal Action” Critical Error No.8, is recorded:

i) If the applicant performs an illegal driving action not specified and recorded under any other Critical Error.

ii) if applicant gives a turn/diverge signal that starts too late or finishes too early, a Critical Error (Other Illegal Action) should not be recorded.

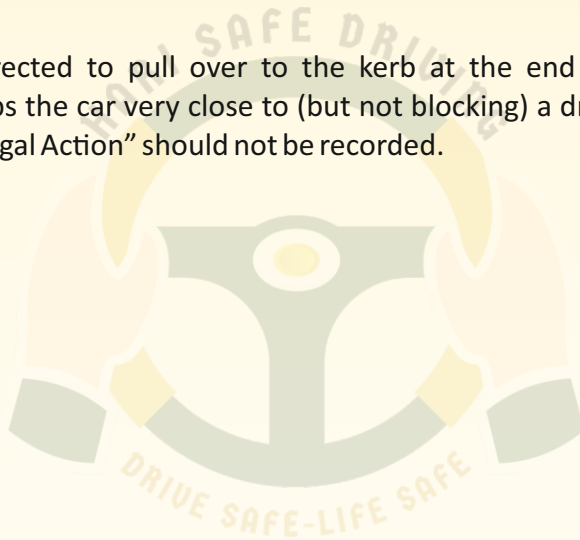
“NO” should be recorded for signalling if the task is assessable. However, if required turn/diverge signal is omitted altogether, a Critical Error (Fail to Signal) should be recorded.

iii) If the applicant breaches the Lateral Position requirements stated in Section 4.6, a Critical Error (Other Illegal Action) should only be recorded if the applicant:

- Turns from a lane marked for straight-through traffic only; or
- Drives straight through an intersection from a lane marked for turning traffic only; or
- Drives for more than 50 metres in (or partly in) bicycle lane; or
- Drives for more than 50 metres on (or partly on) the wrong side of the road.

For all other breaches of the Lateral Position requirements, a Critical Error “Other Illegal Action” should not be recorded.

iv) If, when directed to pull over to the kerb at the end of Stage 1, the applicant stops the car very close to (but not blocking) a driveway, a Critical Error “Other Illegal Action” should not be recorded.



7. Immediate Termination Errors

(Sr.No.7, page 41, Criteria)

I. Intervention

(Page-41, Criteria, 7.1 Intervention)

If an Immediate Termination Error is recorded, the LTO must also record the reason for the Intervention on the Score Sheet marked “Other Dangerous/ Intervention”.

Intervention - Immediate Termination Error No.1, is recorded:

i) If the LTO or driving instructor or any other person in the vehicle provides any verbal or physical assistance to the applicant during the Test.

ii) If the LTO or driving instructor or any other person in the vehicle intervenes verbally or physically during the Test to prevent a collision or to prevent the development of an unsafe situation.

iii) The applicant is not penalised if the LTO repeats or clarifies an instruction while the Test is in the process.

iv) The application is not penalised if the LTO has to instruct the applicant to switch the headlights from high beam to low beam, only once.

In case of second reminder, it is ITE-1.

If the applicant forgets to release handbrakes and realises what has happened before any intervention then there is no error.

But if the applicant does not realise what has happened and a dangerous situation has developed, or the LTO or Instructor has to verbally prompt the applicant to release the handbrake, ITE-1 should be recorded.

The LTO observing that the applicant is driving too fast and then asking the applicant to safely perform any assessment like turning or stopping at a Stop sign, then it is ITR-1.

ii. Disobey Direction

(Page-43, Criteria, 7.2 Disobey Direction)

“Disobey Direction” - Immediate Termination Error No.2, is recorded if:

- i) The applicant repeatedly on three occasions disobeys a lawful directions given by the LTO.
- ii) The applicant disobeys the direction given by a member of the Victorian Police.

The applicant unsuccessfully attempts to obey a direction from the LTO, an Immediate Termination Error (Disobey Direction) is not recorded.

iii. Collision

(Page-44, Criteria, 7.3 Collision)

Collision - Immediate Termination Error No.3, is recorded if:

- i) While entering, or leaving a parking space or performing at three point turn, one wheel mounts the kerb causing another road user to take evasive action or causing danger to property.
- ii) While entering or leaving a parking space or performing a three-point turn, two or more wheels mount the kerb.
- iii) Any wheel mounts the kerb at any time other than while entering or leaving a parking space or performing a three-point turn.
- iv) The vehicle strikes a kerb heavily causing discomfort to vehicle occupants.
- v) The vehicle touches any stationary object like a sign, fence, pole, tree or rubbish bin other than a kerb.
- vi) The vehicle touching any other vehicle or road user (pedestrian or cyclist).

vii) The applicant is not penalised if the Collision is due to fault of other road user and the applicant did not contribute to the collision.

iv. Fail to Give Way

(Page-46, Criteria, 7.4 Fail to Give Way)

Fail to Give Way - Immediate Termination Error No.4, is recorded if:

i) When merging or diverging (including Lane Change), the applicant fails to signal resulting in another road user taking evasive action.

ii) When merging or diverging (including Lane Change), the applicant both fails to check mirrors and perform a head check resulting in another road user taking evasive action.

iii) Another road user to whom the applicant should have Given Way, is forced to take evasive action, because of the applicant's poor Gap Selection, when:

- a) Turning,
- b) Merging,
- c) Diverging including Lane Change,
- d) Proceeding straight ahead at Stop Sign or Give Way Sign.
- e) Entering a roundabout.

A Critical Error is recorded when diverging by at least the width of the car (including Lane Change), if the applicant Fails to Look for other traffic (Critical Error No.2) or Fails to Signal (Critical Error No.3) before diverging, but no Evasive Action is required from other road users.

At roundabouts, see indicators of car, particularly for right indicator being for both right and U-turn, always assume making U-turn keeping an eye on the car, until the position becomes clear.

v. Excessive Speed

(Page-49, Criteria, 7.5 Excessive Speed)

Excessive Speed - Immediate Termination Error No.5, is recorded if:

- i) The applicant exceeds the speed limit continuously for 5 Secs or more, at any time during the Test.
- ii) The applicant exceeds the speed limit by 5 Km/ Hr or more regardless of duration, at any time during the Test.
- iii) The applicant exceeds the speed limit by any margin for any duration in an area identified by a speed-limit sign with additional words “School or School Zone” and Road-Works. It applies only during the operating hours defined by the sign.

Driving too fast is also assessed under “Speed Choice” using Task Assessment Item in Stage-2 of the Test.

vi. Stop at Dangerous Position

(Page-50, Criteria, 7.6 Stop at Dangerous Position)

Stop at Dangerous Position-Immediate Termination Error No.6, is recorded if:

- i) The applicant stops the vehicle at a position that intrudes onto or blocks a Pedestrian crosswalk, causing a pedestrian to take Evasive Action (e.g. stop, slow, turn back, hurry or diverge around the vehicle).
- ii) While waiting to turn right across oncoming traffic, the applicant stop the vehicle at a position that blocks a Lane for oncoming traffic (other than a right the only Lane).
- iii) While Giving Way at a Stop Sign or Give Way Sign, or a T- intersection or stopping at a red traffic light, the applicant unnecessary stops the vehicle at a position that intrudes into the intersecting traffic stream.

iv) While Giving Way at a Stop Sign or Give Way Sign, or a T- intersection, the presence of parked vehicles on the intersecting road may make it necessary to stop partly in the intersection to look for intersecting traffic.

The applicant is not penalised for stopping beyond the Stop Line or the Give Way Line:

a) If at the Stop Sign, the applicant first complies with the Stop Sign before moving into the Intersection.

b) The applicant does not block a line of moving traffic travelling along the intersecting road but stops at a position protected by the line of parked vehicles.

c) The applicant does not block the path of a vehicle that is already waiting to turn right or is approaching the intersection and signalling the intention to turn right into the street the applicant is emerging from.

d) The applicant does not block the path of a cyclist travelling along the intersecting road. If such cyclists are present.

v) It may be necessary to stop the vehicle on a crosswalk to view approaching traffic before completing a turn at an intersection. If the applicant takes all reasonable care to ensure that no pedestrian has to take Evasive Action, and it is necessary to stop on the crosswalk to view approaching traffic, the applicant is not penalised. If more than one vehicle is queuing to make the turn, the exception applies only to the first vehicle in the queue.

If the applicant stops the vehicle at a position that intrudes onto or blocks a marked pedestrian crosswalk but no pedestrian is present, a Critical Error is recorded.

vii. Fail to Stop
(Page-54, Criteria, 7.7 Fail to Stop)

Fail to Stop - Immediate Termination Error No.7, is recorded if:

- i) The applicant drives past a stop sign without stopping.
- ii) The applicant fails to stop when required to do so at a red traffic light (or associated stop line) and a railway level crossing.
- iii) If the applicant fails to bring the vehicle to a complete stop (with the wheels motionless) behind, but within 2 metres of the stop line, then a Critical Error is recorded.

If the applicant fails to bring the vehicle to a complete stop in the correct position at a railway level crossing when required to do so, an Immediate Termination Error is recorded.

viii. Other Dangerous Action
(Page-55, Criteria, 7.8 Fail to Stop)

If an Immediate Termination Error (Other Dangerous Action) is recorded, the LTO must also record the nature of the dangerous action on the score sheet in the space marked "Other Dangerous/ Intervention".

Other Dangerous Action - Immediate Termination Error No.8, is recorded if:

The applicant performs a driving action not covered by the other Immediate Termination Errors that:

- i) Causes another road user to take Evasive Action.
- ii) Causes immediate danger to road users or property.
- iii) Will cause immediate danger to road users or property if the LTO or the Instructor does not intervene.
- iv) Unnecessarily increases the risk of collision.

If the applicant creates a situation that is not immediately dangerous but would have been dangerous if more traffic had been present, an Immediate Termination Error is not recorded.

If the applicant performs an illegal driving action other than those specified under the other Immediate Termination Errors that does not result in another road user taking Evasive Action or immediate danger to road users or property, then appropriate Critical Error is recorded.



8. Definitions

(Page-4, Criteria, 3.1, Definitions)

Continuing Road: A bend or curve on road as against Turning left or right by changing direction to travel from one road into another road at an intersection.

Diverging: Any Lane change, lane merge or lateral movement within the lane - whether marked or unmarked, of at least a car's width.

Evasive Action: Any change of course or speed (including swerving, stopping, slowing or accelerating) by another road user to avoid a potential collision with applicant's vehicle.

Head Check: Looking back over your left or right shoulder through the vehicle's side windows to see things through the rear side windows (not the rear window) to check for other road users in the blind spots that can not be seen in rear mirrors. But don't take your eyes off the road ahead for more than a second.

Lane: A portion of the road intended for use by a single line of traffic. The left and right boundaries of the Lane may be defined by the pavements markings (Lane line, centre line or edge line) or by the kerb, the edge of the sealed road surface or the centre of the road.

Lateral: Movements sideways or from side to side (differs from forward and backwards).

Merging: A single vehicle joining a traffic stream e.g. when a vehicle pulls out from the kerb; or Two or more traffic streams joining to become one stream e.g. when two adjacent lanes join to become a single lane.

Road user: The driver or rider of a motor vehicle or the rider of a bicycle or a pedestrian.

Traffic: Includes not only motor vehicles (cars, trucks, motorcycles etc.) but bicycle and pedestrians also.

Turning: Changing direction to travel from one road into another road at an intersection. Does not include driving around a curve or bend when continuing on the same road.



9. Road Safety Road Rules 2017

(In force, Effective as on 05/04/2023)

Some relevant Provisions of routine use reproduced to help road users

Part 3 - Speed limits

22 Speed-limit in a speed-limited area

(1) The speed-limit applying to a driver for any length of road in a speed limited area is the number of kilometres per hour indicated by the number on the area speed-limit sign on a road into the area, unless another speed-limit applies to the driver for the length of road under another rule of this Part.

(2) **A speed-limited area** is the network of roads in an area with—

- (a) an area speed-limit sign on each road into the area, indicating the same number; and
- (b) an end area speed-limit sign on each road out of the area.

25 Speed-limit elsewhere

(1) If a speed-limit sign does not apply to a length of road and the length of road is not in a speed-limited area or shared zone, the speed-limit applying to a driver for the length of road is the default speed-limit.

(2) The default speed-limit applying to a driver for a length of road in a built-up area is 50 kilometres per hour.

(3) The default speed-limit applying to a driver for any other length of road is 100 kilometres per hour.

A built-up area is where there are buildings and/or houses next to the road or there is street lighting at intervals not over 100 metres apart for a distance of 500 metres or more. The speed limit in a built-up area is 50 kilometres per hour (km/h) unless signed otherwise.

Part 4 - Making Turns

Division 1 - Left turn at intersection

27 Starting a left turn from a road (except a multi-lane road)

(1) A driver turning left at an intersection from a road (except a multi-lane road) must approach and enter the intersection from as near as practicable to the far left side of the road.

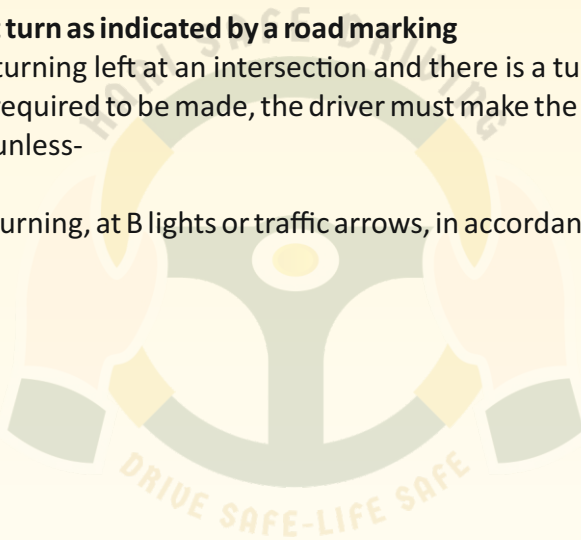
28 Starting a left turn from a multi-lane road

(1) A driver turning left at an intersection from a multi-lane road must approach and enter the intersection from within the left lane unless-

29 Making a left turn as indicated by a road marking

(1) If a driver is turning left at an intersection and there is a turn line indicating how the turn is required to be made, the driver must make the turn as indicated by the turn line unless-

(a) the driver is turning, at B lights or traffic arrows, in accordance with Division.



Part 4 - Making turns
Division 2 - Right turn (except hook turn) at intersection

31 Starting a right turn from a road (except a multi-lane road)

(1) A driver turning right at an intersection from a road (except a multilane road) must approach and enter the intersection in accordance with this rule.

Note

Intersection and multi-lane road are defined in the dictionary.

(2) If the road has a dividing line or median strip, the driver must approach and enter the intersection from the left of, parallel to, and as near as practicable to, the dividing line or median strip.

Note

Dividing line and median strip are defined in the dictionary.

(3) If the road does not have a dividing line or median strip and is not a one-way road, the driver must approach and enter the intersection from the left of, parallel to, and as near as practicable to, the centre of the road.

Part 6 - Traffic lights and twin red lights
Division 1 - Obeying traffic lights

56 Stopping for a red traffic light or arrow

(1) A driver approaching or at traffic lights showing a red traffic light must stop—

(a) if there is a stop line at or near the traffic lights—as near as practicable to, but before reaching, the stop line; or

(b) if there is a stop here on red signal sign at or near the traffic lights, but no stop line—as near as practicable to, but before reaching, the sign; or

(c) if there is no stop line or stop here on red signal sign at or near the traffic lights—as near as practicable to, but before reaching, the nearest or only traffic lights— and must not proceed past the stop line, stop here on red signal sign or nearest or only traffic lights (as the case may be) until

the traffic lights show a green or flashing yellow traffic light or no traffic light.

(1A) However, if the traffic lights are at an intersection with a left turn on red after stopping sign and the driver is turning left at the intersection, the driver may turn left after stopping.

Note

Rule 62 deals with the give way rules applying to a driver turning left at an intersection after stopping at a left turn on red after stopping sign.

(2) A driver approaching or at traffic arrows showing a red traffic arrow who is turning in the direction indicated by the arrow must stop—

(a) if there is a stop line at or near the traffic arrows—as near as practicable to, but before reaching, the stop line; or

(b) if there is a stop here on red arrow sign at or near the traffic arrows, but no stop line—as near as practicable to, but before reaching, the sign; or

(c) if there is no stop line or stop here on red arrow sign at or near the traffic arrows—as near as practicable to, but before reaching, the nearest or only traffic arrows— and must not proceed past the stop line, stop here on red arrow sign or nearest or only traffic arrows (as the case may be) until the traffic arrows show a green or flashing yellow traffic arrow or no traffic arrow.

57 Stopping for a yellow traffic light or arrow

(1) A driver approaching or at traffic lights showing a yellow traffic light must stop-

(a) if there is a stop line at or near the traffic lights and the driver can stop safely before reaching the stop line—as near as practicable to, but before reaching, the stop line; or

(b) if there is no stop line at or near the traffic lights and the driver can stop safely before reaching the traffic lights—as near as practicable to, but before reaching, the nearest or only traffic lights; or

(c) if the traffic lights are at an intersection and the driver cannot stop safely in accordance with paragraph (a) or (b), but can stop safely before entering the intersection—before entering the intersection—
and must not proceed past the stop line or nearest or only traffic lights, or into the intersection (as the case may be), until the traffic lights show a green or flashing yellow traffic light or no traffic light.

(2) A driver approaching or at traffic arrows showing a yellow traffic arrow who is turning in the direction indicated by the arrow must stop—

(a) if there is a stop line at or near the traffic arrows and the driver can stop safely before reaching the stop line—as near as practicable to, but before reaching, the stop line; or

(b) if there is no stop line at or near the traffic arrows and the driver can stop safely before reaching the traffic arrows—as near as practicable to, but before reaching, the nearest or only traffic arrows; or

(c) if the traffic arrows are at an intersection and the driver cannot stop safely in accordance with paragraph (a) or (b), but can stop safely before entering the intersection—before entering the intersection—

and must not proceed past the stop line or nearest or only traffic arrows, or into the intersection -

(as the case may be), until the traffic arrows show a green or flashing yellow traffic arrow or no traffic arrow.

(3) If the traffic lights or traffic arrows (as the case may be) are at an intersection and the driver is not able to stop safely under subrule (1) or (2) (as the case may be) and enters the intersection, the driver must leave the intersection as soon as the driver can do so safely.

Notes

1 Intersection does not include a road related area—see the definition in the dictionary.

2 This rule applies to a driver turning left using a slip lane only if the yellow traffic light or yellow traffic arrow (as the case may be) applies to the slip lane— see Part 20, Divisions 2 and 3, especially rules 330 and 345.

3 Rule 58 deals with when a driver does not have to stop at a yellow traffic light.

(4) If there is a bicycle storage area before any traffic lights referred to in subrule (1) or (2), a reference to the stop line in subrule (1)(a) or (2)(a)-

(a) in the case of a driver of a motor vehicle—is a reference to the first stop line that the driver comes, or came, to in approaching the lights; or

(b) in the case of a rider of a bicycle or an electric scooter—is a reference to the stop line that is nearest to the intersection.

58 Exceptions to stopping for a red or yellow traffic light

(1) A driver approaching or at traffic lights showing a red or yellow traffic light does not have to stop if a green traffic arrow is also showing and the driver is turning in the direction indicated by the arrow.

(2) A driver turning at an intersection with traffic lights who approaches or is at a red traffic light on the road that the driver is entering does not have to stop for that traffic light if there is no stop line or stop here on red signal sign at or near the traffic light.

59 Proceeding through a red traffic light

(1) If traffic lights at an intersection or marked foot crossing are showing a red traffic light, a driver must not enter the intersection or marked foot crossing.

Notes

3 Rules 56 and 57 deal with stopping for a red or yellow traffic light and proceeding while the light remains red or yellow. Rule 60 deals with proceeding through a red traffic arrow.

(2) However, if the traffic lights are at an intersection with a left turn on red after stopping sign and the driver is turning left at the intersection, the driver may turn left after stopping.

Note

Rule 62 deals with the give way rules applying to a driver turning left at an intersection after stopping at a left turn on red after stopping sign.

(3) Also, subrule (1) does not apply to a driver if rule 58(1) or (2) applies to the driver.

Note

Rule 58 deals with when a driver does not have to stop for a red traffic light.

60 Proceeding through a red traffic arrow

If traffic arrows at an intersection or marked foot crossing are showing a red traffic arrow, and a driver is turning in the direction indicated by the arrow, the driver must not enter the intersection or marked foot crossing.

Notes

3 Rules 56 and 57 deal with stopping for a red or yellow traffic arrow.

4 Rule 64 deals with the give way rules applying to a driver turning at an intersection with traffic lights in the direction indicated by a flashing yellow traffic arrow.

60A Proceeding through a bicycle storage area before a red traffic light or arrow

(1) If there is a bicycle storage area before traffic lights that are showing a red traffic light, a driver of a motor vehicle must not allow any part of the vehicle to enter the bicycle storage area.

(2) If there is a bicycle storage area before traffic arrows that are showing a red

traffic arrow, and a driver of a motor vehicle is turning in the direction indicated by the arrow, the driver must not allow any part of the vehicle to enter the bicycle storage area.

61 Proceeding when traffic lights or arrows at an intersection change to yellow or red

(1) This rule applies to-

(a) a driver at an intersection with traffic lights showing a green traffic light who has stopped after the stop line, stop here on red signal sign, or nearest or only traffic lights, at the intersection and is not making a hook turn at the intersection; or

(b) a driver at an intersection with traffic arrows showing a green traffic arrow who is turning in the direction indicated by the arrow and has stopped after the stop line, stop here on red arrow sign, or nearest or only traffic arrows, at the intersection.

Example

A driver may stop after the stop line at an intersection with traffic lights showing a green traffic light, and not proceed through the intersection, because traffic is congested.

(2) If the traffic lights or traffic arrows (as the case may be) change to yellow or red while the driver is stopped and the driver has not entered the intersection, the driver must not enter the intersection.

(3) However, if the traffic lights are at an intersection with a left turn on red after stopping sign and the driver is turning left at the intersection, the driver may turn left after stopping.

(4) Also, subrule (2) does not apply to a driver if rule 58(1) or (2) applies to the driver.

(5) If the traffic lights or traffic arrows (as the case may be) change to yellow or red while the driver is stopped and the driver has entered the intersection, the driver must leave the intersection as soon as the driver can do so safely.

Part 6 - Traffic lights and twin red lights
Division 2 - Giving way at traffic lights

62 Giving way when turning at an intersection with traffic lights

(1) A driver turning at an intersection with traffic lights must give way to-

(a) any pedestrian at or near the intersection who is crossing the road the driver is entering; and

(b) any rider of a bicycle or an electric scooter at or near the intersection with bicycle crossing lights who is crossing the road the driver is entering; and

(c) if the driver is turning left at a left turn on red after stopping sign at the intersection-

(i) any vehicle approaching from the right, turning right at the intersection into the road the driver is entering or making a U-turn;
and

(ii) despite any rule to the contrary, any pedestrian at or near the intersection who is on the road the driver is leaving; and

(d) if the driver is turning right—any oncoming vehicle that is going straight ahead or turning left at the intersection (except a vehicle turning left using a slip lane).

(2) However, a driver who is turning at an intersection with traffic arrows showing a green traffic arrow need not give way to an oncoming vehicle if the driver is turning in the direction indicated by the green traffic arrow.

Part 7 - Giving way
Division 1 - Giving way at a stop sign, stop line —.

67 Stopping and giving way at a stop sign or stop line at an intersection without traffic lights

(1) A driver at an intersection with a stop sign or stop line, but without traffic lights, must stop and give way in accordance with this rule.

Division 5 - Crossing and shared zones

81 Giving way at a pedestrian crossing

(1) A driver approaching a pedestrian crossing must drive at a speed at which the driver can, if necessary, stop safely before the crossing.

(2) A driver must give way to any pedestrian on or entering a pedestrian crossing.

(3) A pedestrian crossing is an area of a road—

(a) at a place with white stripes on the road surface that—

(i) run lengthwise along the road; and

(ii) are of approximately the same length; and

(iii) are approximately parallel to each other; and

(iv) are in a row that extends completely, or partly, across the road; and

(b) with or without either or both of the following—

(i) a pedestrian crossing sign;

(ii) alternating flashing twin yellow lights.

For this rule, give way means the driver must slow down and, if necessary, stop to avoid a collision

Part 10 - Level crossings

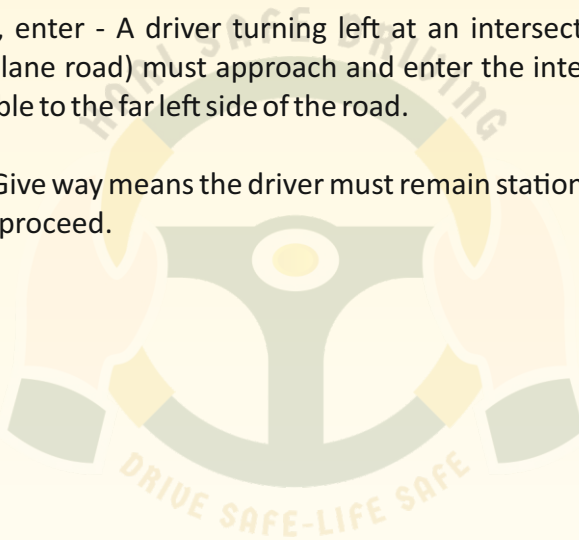
121 Stopping and giving way at a stop sign at a level crossing

A driver at a level crossing with a stop sign must—

- (a) stop as near as practicable to, but before reaching, the stop line or, if there is no stop line, as near as practicable to, but before reaching, the stop sign; and
- (b) give way to any train or tram on, approaching or entering the crossing.

Notes

1. Approaching, enter - A driver turning left at an intersection from a road (except a multi-lane road) must approach and enter the intersection from as near as practicable to the far left side of the road.
2. For this rule, Give way means the driver must remain stationary until it is safe for the driver to proceed.



Part 18—Miscellaneous road rules

Division 1—Miscellaneous rules for drivers

290 Driving on a traffic island

A driver must not drive on a traffic island (except the central traffic island in a roundabout),
unless—

- (a) the traffic island is designed to allow vehicles to be driven on it; or
- (b) the driver is permitted to drive on the traffic island under another provision of these Rules.

291 Making unnecessary noise or smoke

A person must not start a vehicle, or drive a vehicle, in a way that makes unnecessary noise or smoke.

Road Safety Road Rules Amendment Rules 2023

4 Principal Rules

In these Rules, the Road Safety Road Rules 2017 are called the Principal Rules.

16 New Part 18A inserted

After Part 18 (Miscellaneous Road Rules) of the Principal Rules insert—

"Part 18A—Use of devices in or on vehicles, wheeled recreational devices and electric personal transporters

Division 1—Interpretation

304A Definitions inbuilt device means—

(a) one of the following items, if it is an inbuilt part of a vehicle, a wheeled recreational device or an electric personal transporter—

- (i) an information, navigation or entertainment system;
- (ii) a dispatch system;
- (iii) a heads-up display; or

(b) any other item that—

- (i) is an inbuilt part of a vehicle, a wheeled recreational device or an electric personal transporter; and
- (ii) has the required capabilities;

mounted device means—

(a) one of the following items, if it is securely mounted in or on a vehicle, a wheeled recreational device or an electric personal transporter—

- (i) a dispatch system;
 - (ii) a heads-up display;
 - (iii) a tablet;
 - (iv) a mobile phone;
 - (v) a media player;
 - (vi) a camera;
 - (vii) a laptop;
 - (viii) a video game console;
 - (ix) an information, navigation or entertainment system; or
 - (b) any other item that—
 - (I) is securely mounted in or on a vehicle, a wheeled recreational device or an electric personal transporter; and
 - (ii) has the required capabilities;
- portable device means—
- (a) one of the following items (other than an inbuilt device, a mounted device, a motor bike helmet device or a wearable device)—
 - (i) a dispatch system;
 - (ii) a tablet;
 - (iii) a mobile phone;
 - (iv) a media player;
 - (v) a camera;
 - (vi) a laptop;
 - (vii) an information, navigation or entertainment system;
 - (viii) a video game console; or
 - (b) any other item that—
 - (I) is not an inbuilt device, a mounted device, a motor bike helmet device or a wearable device; and
 - (ii) has the required capabilities;

Division 2—Operation of devices in motor vehicles

304H Operation of inbuilt devices, mounted devices and motor bike helmet devices in motor vehicles

(1) Subject to sub-rules (2) to (5), a person in a motor vehicle must not operate an inbuilt device, a mounted device or a motor bike helmet device while the vehicle is moving, or is stationary but not parked.

(2) A fully licensed driver or a passenger in a motor vehicle may operate an inbuilt device, a mounted device or a motor bike helmet device in the motor vehicle while the vehicle is moving, or is stationary but not parked, if the operation of the device—

(a) does not involve the driver—

- (i) entering information, text, numbers or symbols on the device, unless the operation is performed using voice controls only; or
- (ii) scrolling on the device; and

(b) is for one or more of the following purposes—

- (i) to initiate, accept or reject an audio call on the device;
- (ii) to play or stream audio material on the device;
- (iii) to use a function on the device designed to assist a driver to operate a vehicle, including—
 - (A) a vehicle camera or other driver assistance system; or
 - (B) a vehicle safety function or vehicle diagnostic system; or
 - (C) a climate control function;
- (iv) to use a navigation function on the device;
- (v) to use a function on the device designed to monitor a driver's behaviour or condition;
- (vi) to carry out a professional driving task;
- (vii) to adjust volume levels for a purpose mentioned in subparagraphs (i) to (vi) that involves sound.

(3) A novice driver may operate an inbuilt device in a motor vehicle while the vehicle is moving, or is stationary but not parked, if the operation of the device—

(a) does not involve the driver—

- (i) entering information, text, numbers or symbols on the device; or
- (ii) scrolling on the device; or
- (iii) operating the device using voice controls; and

(b) is for one or more of the following purposes—

- (i) to play or stream audio material on the device;
- (ii) to use a function on the device designed to assist a driver to operate a vehicle, including—

- (A) a vehicle camera or other driver assistance system; or
- (B) a vehicle safety function or vehicle diagnostic system; or
- (C) a climate control function;
- (iii) to use a navigation function on the device;
- (iv) to use a function on the device designed to monitor a driver's behaviour or condition;
- (v) to adjust volume levels for a purpose mentioned in subparagraphs (i) to (iv) that involves sound.

(4) A novice driver may operate a mounted device or a motor bike helmet device in a motor vehicle while the vehicle is moving, or is stationary but not parked, if the operation of the device—

- (a) does not involve the driver—
 - (i) touching the device; or
 - (ii) using a function on the device other than by touching the device; and
- (b) is for one or more of the following purposes—
 - (i) to play or stream audio material on the device;
 - (ii) to use a navigation function on the device.

304 I Operation of wearable devices in motor vehicles

(1) Subject to sub-rules (2) and (3), the driver of a motor vehicle must not operate a wearable device while the vehicle is moving, or is stationary but not parked.

(2) A fully licensed driver may operate a wearable device while a motor vehicle is moving, or is stationary but not parked, if the operation of the device—

- (a) does not involve the driver touching the device (other than by incidental physical contact with the device that is caused by the driver wearing the device); and
- (b) is for one or more of the following purposes—
 - (i) to initiate, accept or reject an audio call on the device;
 - (ii) to play or stream audio material on the device;
 - (iii) to adjust volume levels for a purpose mentioned in subparagraph (i) or (ii).

Example

The operation of the device using voice controls to make a telephone call.

(3) A novice driver may operate a wearable device in a motor vehicle while the motor vehicle is moving, or is stationary but not parked, if the operation of the device—

(a) does not involve the driver—

(i) touching the device (other than by incidental physical contact with the device that is caused by the driver wearing the device); or

(ii) using a function on the device other than by touching the device; and

(b) involves playing or streaming audio material on the device.

(4) The driver of a motor vehicle must not look at the display of a wearable device being operated by another person in the vehicle while the vehicle is moving, or is stationary but not parked.

304J Touching or looking at portable devices in motor vehicles

(1) The driver of a motor vehicle must not touch a portable device in the motor vehicle while the vehicle is moving, or is stationary but not parked.

(2) The driver of a motor vehicle must not look at the display of a portable device that is being operated by another person in the vehicle while the vehicle is moving, or is stationary but not parked.

(3) The driver of a motor vehicle must not have a portable device resting on any of the following—

(a) the driver's body;

(b) clothes worn by the driver;

(c) an item in the driver's lap—

while the vehicle is moving, or is stationary but not parked.

304KA Operation of portable devices other than by touching by other drivers

The driver of a motor vehicle who is not a fully licensed driver must not operate a portable device—

(a) by using a function on the device other than by touching the device; or

(b) by permitting ongoing activity on the display of the device—while the vehicle is moving, or is stationary but not parked.



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