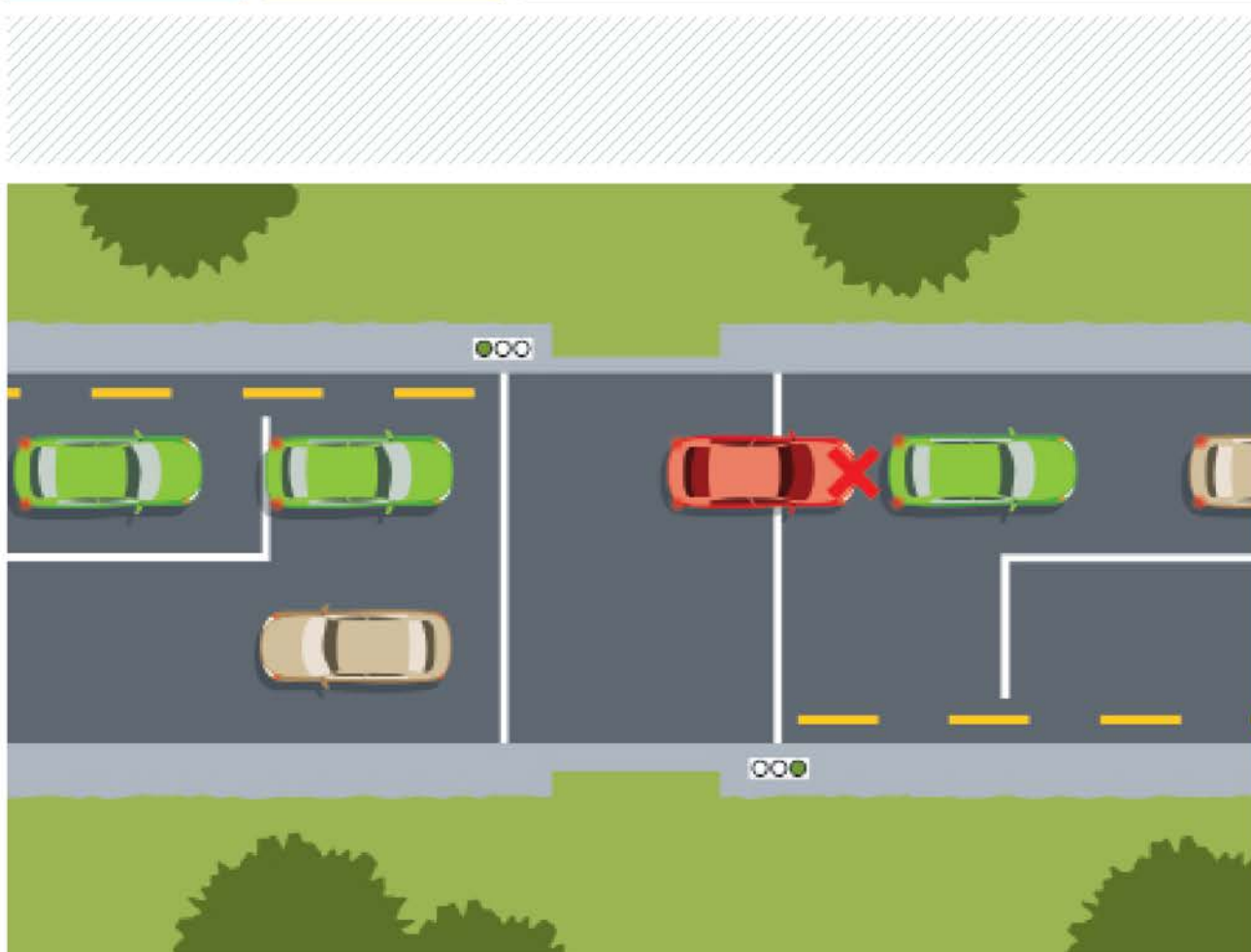

Full Licence Test guide (class 1)



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Private Bag 6995
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Introduction to the Full Licence Test

Introduction

This booklet provides detailed information about the new Full Licence Test (FLT or the test) that came into effect on 27 February 2012. It is designed to inform drivers who have passed their restricted licence, about the requirements of the new FLT.

The Graduated Driver Licensing System

The Graduated Driver Licensing System (GDLS) in New Zealand consists of three stages:

- learner licence (supervised driving only)
- restricted licence (unsupervised or solo driving with restrictions)
- full licence (no restrictions).

At each stage, drivers must pass a test (theory test for learners, practical tests for restricted and full) before they earn a new licence with fewer restrictions and more responsibilities.

The new Restricted and Full Licence tests

In 2010 the New Zealand Government announced a package of reforms focused on young drivers, including making the Restricted Licence Test (RLT) more difficult to encourage 120 hours of supervised driving practice. The new RLT was developed with a 45-minute drive time, to assess the higher skill levels expected of today's more experienced licence applicants.

Because of the longer RLT where a comprehensive assessment of safe driving skills is made, the Full Licence Test (FLT) is shorter than before; it is now only 30 minutes. In the FLT applicants have to demonstrate higher order skills in hazard detection and response while at the same time maintaining safe driving behaviours across a wide range of traffic situations and road conditions, to the high standard required for the awarding of a full licence.

Test routes

The test is undertaken on test routes that have been developed according to a set of standard requirements. This ensures that all test routes used are of a nationally consistent standard.

The role of the testing officer

A testing officer undertakes many tasks during the test including directing the applicant around the route, observing and marking driving behaviour and keeping an eye on safety. Because of this, it is unlikely that the testing officer will have time to engage in conversation with the applicant. Ensure the applicant is aware of this, is prepared for it and is not offended by it.

Overview of the FLT

The structure of the FLT

Test duration

The test takes a total of 30 minutes to administer. This time allows for:

- meeting the applicant
- conducting the pre-drive safety checks
- conducting a 20-minute practical drive
- adding up of the score sheet at the end of the test
- providing feedback to the applicant on their performance at the end of the test.

Test route

The test is conducted in one stage and, as far as possible, is conducted in speed zones between 50-80km/h.

During the test, the applicant is directed to drive around a fixed test route and asked to perform specific driving tasks (such as turns or lane changes) at various locations, while at the same time verbally describing the hazards and their driving responses to those hazards. The Testing Officer (TO) uses a set of specific assessment items to assess how well the applicant performs each task.

To pass the FLT, an applicant must demonstrate safe decision-making, observance of road rules, a high standard of car-handling skills and ability to identify and apply the correct driving response to any hazards encountered.

Driving tasks

There are two types of driving tasks in the FLT:

- **Assessable tasks** include left and right turns, lane changes (or turning right across traffic where lane changes are not available) and right at a roundabout. The applicant's performance on each assessable task is assessed according to predetermined task assessment items.
- **Linking manoeuvres** join up the assessable tasks into a complete driving route that begins and ends at the car park of the testing office or other suitable location for the start of the FLT. Linking manoeuvres include similar driving manoeuvres to the assessable tasks but do not have associated task assessment items assigned to them.

There are eight assessable tasks in the FLT, which are described in section 4.

Hazard perception

During each of the eight assessable driving tasks in the FLT, the applicant is also required to verbally describe (in a few simple words) as they undertake each assessable task:

- the hazards, and
- their actions in response to those hazards.

Assessment items

During the test the applicant will be assessed against three different assessment criteria:

1. Task **assessment items** – assess one aspect of driving performance during the execution of each assessable task at a specific location on the test route. The task assessment items are described in section 5.
2. **Critical errors** – are recorded at any time they occur during the FLT, whether during an assessable task or not. The critical error types are described in section 6.
3. **Immediate failure errors** – also recorded at any time they occur and result in the immediate failure of the test. The immediate failure error types are described in section 7.

Note that this guide does not cover the number of driving faults that are permitted during the test as the pre-test preparation should not be focused around how many driving faults may be made during the test, but rather whether the novice driver has the necessary skills to be a safe driver (ie, they can consistently perform the driving tasks to the required standard).

If the novice driver is making any critical errors or immediate failure errors in training then they are clearly not yet ready to attempt this test.

Pre-drive checks

Overview

Documentation

Before beginning the FLT, the Testing Officer (TO) will:

- check the applicant's identity
- conduct a pre-drive safety check
- conduct an in-vehicle safety check.

Prior to commencing the test the TO will:

- sight the applicant's restricted driver licence to ensure it is current and to confirm their identity
- check the vehicle to be used in the test for:
 - a current warrant of fitness or certificate of fitness label
 - a current vehicle licence (registration) label
 - a current RUC label, if it is a diesel vehicle
 - sufficient fuel to complete the test.

If any of these requirements cannot be met, the test will be cancelled.

Vehicle roadworthiness and controls

The vehicle to be used for the test must comply with the legal provisions that govern its use on the road. While TOs do not examine the vehicle in detail, they will check the items listed below to ensure that all safety items are in a roadworthy state. Applicants will be requested to assist with the pre-drive check.

If the vehicle is not roadworthy, the test will not proceed.

Vehicle posture (car only)	The vehicle is sitting square to the road, indicating all tyres have equal or close to equal pressure.
Body work	The vehicle has no obvious damage that could be considered dangerous.
Tyres and wheels	Tyres should have the required tread depth and no uneven wear, and wheels should appear undamaged (visual inspection only). Winter and summer tyres are not mixed. The test cannot proceed if a space-saver tyre is fitted to the vehicle.
Indicators and brake lights	Indicators and brake lights (to meet equipment requirements) operate correctly and all lenses are intact.
Headlights	Lenses must be intact and high and low beams operate if the test is to take place in low light conditions.
Windscreen wipers	Wipers must operate satisfactorily if the test is to take place in rain or fog.
Horn	The horn must operate.
Driver/rider safety	Mirrors are checked for position and seatbelts are in safe and serviceable condition.

In-vehicle safety checks

The TO will check if the applicant is able to identify where the following controls are located in the vehicle:

- Parking brake.
- Windscreen demister.
- Rear window demister (where fitted).

If the applicant is unable to identify the items above they will be pointed out to them and the applicant will still be able to undertake the test. However if it becomes necessary to use one of the controls during the test and the applicant requires assistance to operate the control, an immediate failure error will result.

The pre-drive safety check and in-vehicle check do not contribute to the applicant's test score.

Assessable driving tasks

Table 1 shows the typical assessable driving tasks for the FLT. Some tasks may be assessed more than once and may be assessed at intersection types that differ from those shown here. It is also possible that some tasks may be replaced by others if they cannot be undertaken on a particular test route.

Table 1: Typical assessable driving tasks

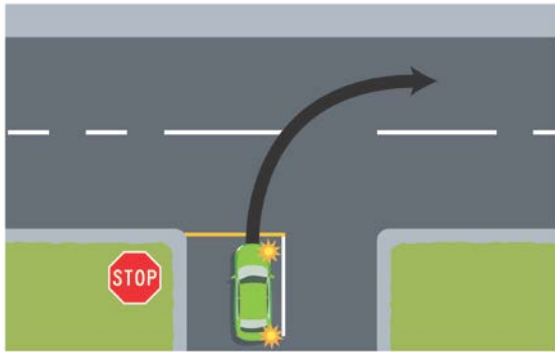


Image 1.

Figure 1: Right turn giving way to intersecting traffic (one lane each way). May be at a 'T' or cross-intersection

Note: This task occurs twice

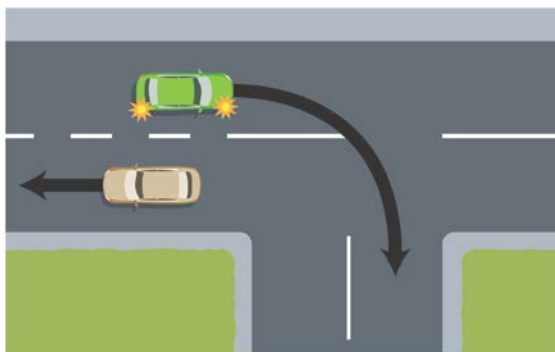


Image 3.

Figure 2: Right turn giving way to one lane of oncoming traffic

Note: This task occurs twice

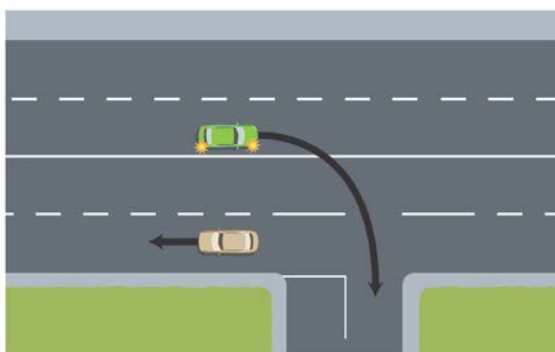


Image 4.

Figure 3: Right turn giving way to two lanes of oncoming traffic

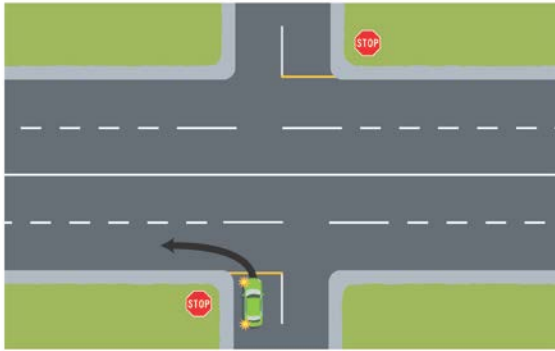


Image 6.

Figure 4: Left turn giving way to intersecting traffic (two lanes each way). May be at a 'T' or cross-intersection

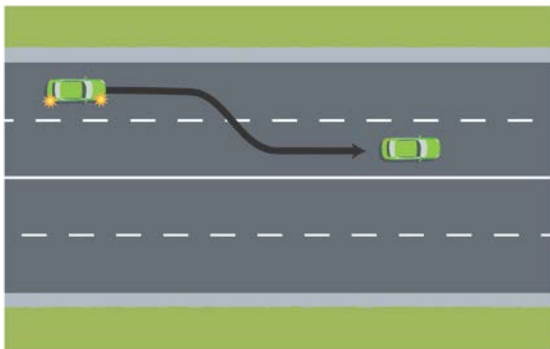


Image 8.

Figure 5: Lane change right

OR

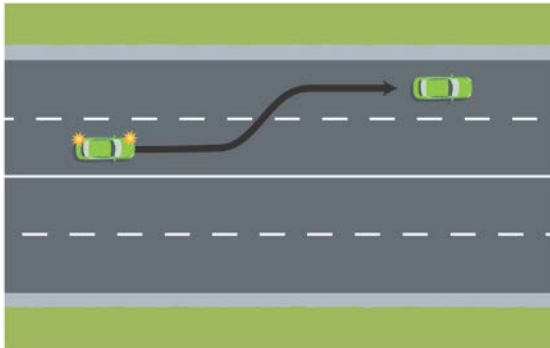


Image 9.

Figure 6: Lane change left



Image 17.

Figure 7: Right turn at a roundabout

Task assessment items

Each task assessment item assesses one aspect of driving performance during the execution of an assessable task at a specific location on the test route. For example, *observation* might be assessed when turning right from Smith Street into Jones Road.

Task assessment items are not assessed while driving between assessable driving tasks. They contribute to the applicant's point score for the test.

There are six task assessment items that may be assigned to an assessable task as follows:

Task assessment items

Observation	Following distance
Signalling	Hazard detection
Gap selection	Hazard response

An explanation of each task assessment item is shown below.

Observation

Explanation

Safe, effective driving is achieved when drivers observe and assess the ever changing driving environment in front of, to both sides and to the rear of their vehicles. Throughout the test the applicant must demonstrate thorough observation skills. This includes using mirrors and performing head checks (as appropriate).

Requirements

- Maintains a continuous lookout ahead of the vehicle, except when making brief checks of the mirrors and other directions.
- When driving straight, checks the mirrors often enough to maintain awareness of surrounding traffic. The required frequency varies with traffic conditions.
- When required to give way to other traffic (such as when facing a Give Way sign, turning across oncoming traffic, approaching a pedestrian crossing or entering a roundabout), looks in the direction(s) from which conflicting traffic (or pedestrians) might approach before proceeding.
- Checks the relevant mirror/s immediately before braking.
- Prior to turning or diverging (including when entering or crossing a special vehicle lane in preparation for a left turn):
 - checks the relevant mirror/s immediately before signalling, and
 - performs a head check immediately before moving laterally (if appropriate).
- When turning, looks in the planned direction of travel (ie in the direction of the turn) before making the turn.
- Prior to driving over a railway crossing, looks in both directions for approaching rail vehicles

Signalling

Explanation

Communication with other road users is an important aspect of safely sharing the road. A vehicle's indicators provide the main means of communicating a driver's intention to change direction. The applicant needs to demonstrate their ability to apply the appropriate signals throughout the test, irrespective of traffic conditions.

Requirements

- Activates the turn indicator for the appropriate direction (left or right) for at least three seconds (even if no other traffic is present) before:
 - turning
 - pulling into the kerb
 - pulling out from the kerb
 - changing lanes
 - diverging left or right by at least the width of the car (other than pulling out from the kerb)
 - diverging by less than the width of the car in circumstances where it is necessary to warn other road users of the intended movement (eg to indicate that the applicant intends to overtake a parked car before allowing an oncoming vehicle to pass).
- When turning at a roundabout:
 - activates the turn indicator in the appropriate direction (left or right) for at least three seconds prior to entering the roundabout
 - activates the left turn indicator before leaving the roundabout.
- When travelling straight ahead at a roundabout:
 - does not signal prior to entering the roundabout
 - activates the left turn indicator before leaving the roundabout.
- When turning left or right, does not activate the turn indicator so early as to possibly mislead other road users about which street the applicant intends to turn into.
- Maintains the turn signal until the turn or diverge has been completed.
- Cancels the turn indicator if necessary when the turn or diverge has been completed.

Illustrations

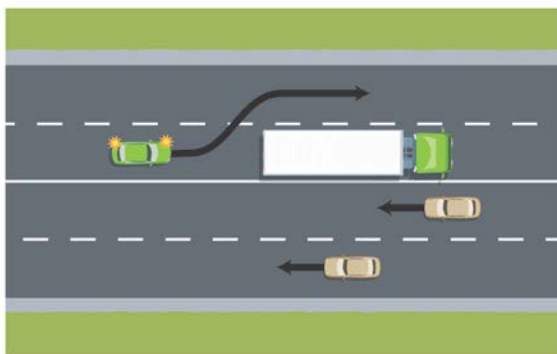


Image 21.



Image 22.



Image 18.



Image 17.

Figure 8: A signal is required when changing lanes

Figure 9: If turning left, signals left on approach and leaves on until roundabout has been exited

Figure 10: If moving straight ahead signals left to exit (if practicable to do so) when passing the entry point immediately before the required exit

Figure 11: If turning right, signals right on approach and in the roundabout, then signals left to exit (if practicable to do so) when passing the entry point immediately before the required exit

Gap selection

Explanation

Correct gap selection should allow any manoeuvre to be completed safely without causing other road users to adjust their speed or direction.

Drivers who reject safe gaps cause increased congestion and delays, leading to frustration for other road users. The applicant must demonstrate safe and appropriate gap selection consistently throughout the test.

Requirements

- Selects the first available safe gap in traffic after an initial period of observing approaching traffic to identify a gap.
- Rejects any unsafe gaps.

Following distance

Explanation

The applicant needs to maintain a safe following distance between the car being driven and the vehicle in front by applying the appropriate two or four second rules throughout the test.

Requirements

- When driving straight in good conditions, maintains a following distance of at least two seconds behind the vehicle ahead.
- When driving straight in poor conditions (eg on a wet or unsealed road), maintains a following distance of at least four seconds behind the vehicle ahead.
- After changing lanes, resumes the applicable following distance (two or four seconds, depending on conditions) behind the vehicle in front as soon as practicable.

Hazard detection and hazard response

Explanation

The purpose of these assessable items is to enable the applicant to demonstrate their higher order skills in hazard detection and response while at the same time maintaining a polished driving performance.

Requirements

While driving through each of the assessable tasks the applicant is required to verbally describe (in a few simple words):

- the hazards they detect, and
- the actions they would take in response to the hazards.

A simple example of this would be:

- on detecting oncoming traffic, the applicant would then say that the oncoming traffic is a hazard
- their response could be to say that they will steer slightly left to maintain a safe clearance.

A hazard is anything moving or potentially moving that poses a clear and direct threat to the applicant in carrying out the driving manoeuvre. It therefore requires a driving response from the applicant. In other words a hazard is something that the applicant could realistically have a collision with in carrying out the manoeuvre. The decision as to whether something is a hazard must be made in the context of the manoeuvre being completed.

Hazards include:

- pedestrians (from the left, right or ahead)
- other motor vehicles (from the left, right, ahead, behind or oncoming)
- other road users such as cyclists (to the left, right, ahead or behind or oncoming).

Hazards do not include:

- static objects such as protruding hedges, road signs, parked vehicles without occupants
- road features such as intersections, merge lanes etc
- pedestrians walking away from the intended path of the applicants vehicle
- vehicles that have cleared the intersection before the applicant arrives there.

Critical errors

A critical error is a serious driving error that does not meet the conditions for an immediate failure error. Critical errors are recorded at any time they occur during the test, whether or not the applicant was undertaking an assessable task at the time or the error. Most illegal driving actions are classified as critical errors (except errors that endanger any road user, which are classified as immediate failure errors). Critical errors are more important than the errors assessed by task assessment items, so critical errors have a greater influence on the outcome of the test.

Critical errors

Driving too slow	Blocking a pedestrian crossing
Driving too fast	Mounting a kerb
Failing to look	Stalling the vehicle
Failing to signal	Other illegal action

Critical errors are described in more detail below.

Too slow

Explanation

Drivers who travel much more slowly than necessary or stop unnecessarily, increase traffic congestion and cause additional frustration to other drivers, potentially leading to unsafe behaviour by other drivers.

Recorded if

- the applicant travels at 10km/h or more below the speed limit and following traffic is inconvenienced, unless road or traffic conditions make it unsafe to travel closer to the speed limit.
- The applicant remains stationary for no good reason for five seconds or more when there was ample opportunity to proceed:
 - at traffic lights, the applicable signal has turned green, or
 - at an intersection, all vehicles to which the applicant is required to give way have cleared the intersection, or
 - vehicles queued in front of the applicant have moved off.

Note: when turning right onto a major road (and there is a flush median available), there is an expectation that the applicant will utilise the flush median where it is appropriate and practicable to do so.

- When turning right at traffic signals (and there are no other vehicles already waiting in the intersection to turn) the applicant does not move forward to wait in the intersection for a safe gap in the oncoming traffic.
- Any situation where the applicant has priority over other road users and is able to proceed but fails to do so.

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

Exception

The applicant is not penalised for travelling at 10km/h or more below the speed limit for a substantial part of the FLT, if road or traffic conditions make it unsafe to travel closer to the speed limit (eg travelling on a wet or unsealed road, or in congested or slow traffic).

Too fast

Explanation

The applicant must not exceed the speed limit at any time during the test.

Recorded if

- the applicant exceeds the speed limit by 5km/h or more (but less than 10km/h) for less than five seconds.

Fail to look

Explanation

Applicants will be required to demonstrate thorough observation techniques throughout the test.

Recorded if

- when pulling out from the kerb, the applicant does not check the relevant mirror/s 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 relevant mirror/s AND does not do a head check before diverging
- when changing lanes or partially changing lanes, the applicant does not check the relevant mirror/s AND does not do a head check before crossing the lane boundary
- when required to give way to conflicting traffic, the applicant fails to look for conflicting traffic before proceeding
- prior to driving over a railway crossing the applicant fails to look in both directions for approaching rail vehicles.

Assessed as an immediate failure error in some cases

When turning or diverging (including changing lanes or pulling out from the kerb), if the applicant fails to give way and causes another road user to take evasive action, an immediate failure error (*fail to give way*) is recorded.

Fail to signal

Explanation

The applicant needs to demonstrate their ability to apply the appropriate signals throughout the test irrespective of traffic conditions.

Recorded if

- when pulling out from a parked or stationary position, the applicant fails to signal before moving off
- when stopping at the kerb or the side of the road, the applicant fails to signal before diverging or stopping
- when diverging left or right by at least the width of the car, the applicant fails to signal before diverging.
- when changing lanes or partially changing lanes, the applicant fails to signal before crossing the lane boundary
- when turning at an intersection, the applicant fails to give a turn signal
- when negotiating a roundabout, fails to give appropriate signal(s).

Exception

A critical error is not incurred if the applicant signals when required but does not do so correctly (for example, the signal is not activated soon enough or is allowed to cancel too soon). However, this will be counted as a 'no' for the relevant task assessable item.

Block pedestrian crossing

Explanation

A driver shall not stop a vehicle in a position that blocks a pedestrian crossing or an area controlled by pedestrian traffic signals. However, in some cases (for example in some left-turn slip lanes) it may be necessary for the first queued vehicle to stop on the crossing if an adequate view of approaching traffic cannot be obtained by stopping before the crossing.

Recorded if

- the applicant stops the vehicle on, or partly on, a pedestrian crossing or an area controlled by pedestrian traffic signals (but no pedestrians are affected).

Exception

- The applicant is not penalised for stopping the vehicle on a pedestrian crossing if it is necessary to do so to view approaching traffic before completing a turn at an intersection (see **Figure 12**).
 - If more than one vehicle is queuing to make the turn, this exception applies only to the first vehicle in the queue (see **Figure 13**).
 - Before stopping on the pedestrian crossing, the applicant must take all reasonable care to ensure that no pedestrian has to take evasive action.

When blocking a pedestrian crossing is an immediate failure error

If the applicant stops the vehicle at a position that intrudes onto or blocks a pedestrian crossing and a pedestrian takes evasive action, the exception described above does not apply. An immediate failure error (*stop at dangerous position*) is incurred.

Illustrations

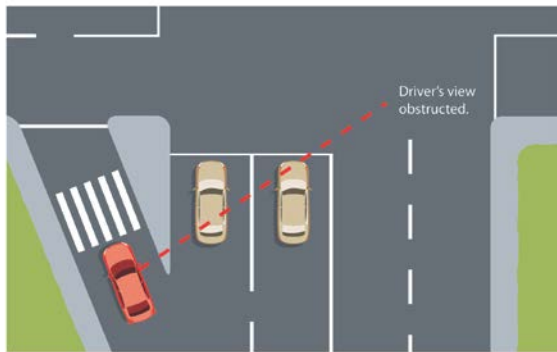


Image 41.

Figure 12: Stopping before the crossing may not provide an adequate view of traffic approaching from the right



Image 42.

Figure 13: The second queued vehicle should not encroach on the pedestrian crossing until the first vehicle has departed

Mount kerb

Explanation

Causing the vehicle to mount the kerb during the test indicates the applicant does not have sufficient skills to safely control the vehicle and does not meet the high standard required for the awarding of a full licence.

Recorded if

- 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 and no other road user is required to take evasive action and there is no danger to property.

Exception

If, while entering or leaving a parking space or performing a three-point turn, one or more tyres contacts the kerb but not heavily enough to cause discomfort to vehicle occupants and without mounting the kerb, no penalty is recorded.

When mounting the kerb is an immediate failure error

An immediate failure error (*collision*) is incurred when mounting the kerb if:

- more than one wheel mounts the kerb, or
- a road user takes evasive action, or
- there is danger to property.

Stall

Explanation

Stalling the vehicle can lead to potentially dangerous conflicts with other traffic.

Recorded if

- the applicant stalls the vehicle at any time during the test.

When stalling is an immediate failure error

If the applicant requires physical or verbal assistance to start or re-start the vehicle after a stall (or at any other time in the test), an immediate failure error (*intervention*) is incurred.

Other illegal action

Explanation

Applicants are required to comply with legal requirements at all times during the test.

Recorded if

the applicant performs an illegal driving action not specified and recorded under any other critical error. For example:

- Following distance is between 1–2 seconds.
- Fails to give way to a pedestrian waiting to cross at a pedestrian crossing (but not on the crossing).
- The applicant drives over part of the central island of a roundabout designed to be driven over by heavy vehicles.

Exceptions

- If the applicant gives a turn/diverge signal that starts too late or finishes too early, a critical error (*other illegal action*) will not be recorded. 'No' will be recorded for signalling if the task is assessable. However, if a required turn/diverge signal is omitted altogether a critical error (*fail to signal*) will be recorded.

- If the applicant breaches lateral position requirements, a critical error (*other illegal action*) should only be recorded if the applicant:
 - makes an incorrect lane change and no other road user is affected, or
 - turns from a lane marked for straight-through traffic only, or
 - turns into a multi-laned road and turns into the incorrect lane, and no other road user is affected, or
 - drives straight through an intersection from a lane marked for turning traffic only, or
 - unnecessarily drives in (or partly in) a special vehicle lane, or
 - drives on (or partly on) the wrong side of the road
 - does not drive wholly within their lane, unless avoiding an obstruction.

For all other breaches of lateral position requirements, a critical error (*other illegal action*) will not be recorded. If, when directed to pull over to the kerb at the end of the FLT, the applicant stops the car very close to (but not blocking) a driveway, a critical error (*other illegal action*) will not be recorded.

Immediate failure errors

Immediate failure errors are recorded at any time they occur during the test regardless of whether or not the applicant was undertaking an assessable task at the time of the error. All driving actions resulting in immediate danger to any road user or to property are classified as immediate failure errors and would usually be when the applicant is operating the vehicle carelessly, dangerously or recklessly. Immediate failure errors are the most dangerous errors of all, and result in immediate failure of the test.

Immediate failure errors

TO intervention	Fail to give way
Failure to carry out an instruction	Stops at dangerous position
Collision	Fails to stop
Excessive speed	Other dangerous action

Immediate failure errors are described in more detail below.

Intervention

Explanation

The applicant must be able to demonstrate they can independently drive safely to the high standard required for the awarding of a full licence, ie without verbal or physical assistance.

Recorded if

- the TO or support person in the vehicle provides any verbal or physical assistance to the applicant while the test is in progress
- the TO or support person in the vehicle intervenes verbally or physically while the test is in progress to prevent a collision or prevent the development of an unsafe situation.

Exception

- The applicant is not penalised if the TO repeats or clarifies an instruction while the assessment is in progress.

Illustration

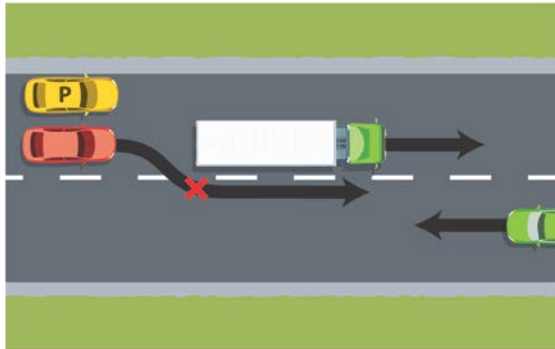


Image 45.

Figure 14: If an applicant commences a manoeuvre that will cause immediate danger, the TO should intervene

Note: 'P' indicates a parked vehicle

Failure to carry out instruction

Explanation

Failure to carry out instruction during the test indicates the applicant does not have the confidence or ability to correctly control the vehicle and does not meet the high standard required for the awarding of a full licence.

Recorded if

- the applicant is unable, because of lack of driving ability, to carry out the TO's instruction
- the applicant disobeys a direction given by an enforcement officer

Collision

Explanation

Causing the vehicle to collide with the kerb, an object or another road user during the test indicates the applicant does not have the ability to control the vehicle or negotiate the correct choice and does not meet the high standard required for the awarding of a full licence.

Recorded if

- while entering or leaving a parking space or performing a three-point turn, one wheel mounts the kerb causing another road user to take evasive action or causing danger to property
- while entering or leaving a parking space or performing a three-point turn, two or more wheels mount the kerb
- any wheel mounts the kerb at any time other than while entering or leaving a parking space or performing a three-point turn
- the vehicle contacts the kerb other than while entering or leaving a parking space or performing a three-point turn
- the vehicle touches any stationary object (such as a sign, fence, pole, tree or rubbish bin)
- the vehicle touches any other vehicle or road user (pedestrian or cyclist).

Exceptions

- The applicant is not penalised if their vehicle collides with another vehicle or road user and the collision is the fault of the other road user and the applicant did not contribute to the collision.
- An immediate failure error (*collision*) is not recorded if the applicant drives over part of the central island of a roundabout and that part of the central island is designed to be driven on by heavy vehicles. In this case, a critical error (*other illegal action*) is recorded.

Illustrations



Image 46.



Image 47.



Image 48.

Figure 15: Immediate failure error (*collision*) – mounting the kerb of a roundabout or striking the kerb

Figure 16: Critical error (*other illegal action*) – driving on a part of the roundabout intended for use only by heavy vehicles

Figure 17: Immediate failure error (*collision*) – mounting or driving over a part of the roundabout not intended to be driven on by any vehicles

Fail to give way

Explanation

Failing to give way during the test indicates the applicant does not have the ability to control the vehicle or negotiate the correct choice and does not meet the high standard required for the awarding of a full licence.

Recorded if

- when merging or diverging (including lane changes), the applicant fails to signal, resulting in another road user taking evasive action
- when merging or diverging (including lane changes), the applicant both fails to check relevant mirror/s and fails to perform a head check, resulting in another road user taking evasive action
- another road user (to whom the applicant should have given way) is forced to take evasive action (or is otherwise unable to proceed) because of the applicant's poor gap selection when:
 - turning
 - merging
 - diverging (including lane changes)
 - proceeding straight ahead at a Stop or Give Way sign
 - entering a roundabout
 - proceeding across a pedestrian crossing (failing to give way to a pedestrian on the crossing).

Illustration

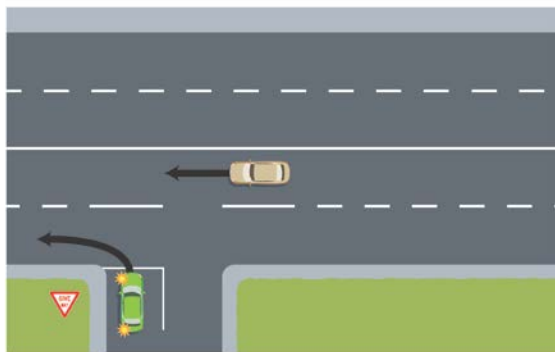


Image 49.

Figure 18: Making a left turn into a gap in the traffic on a two-laned road

Excessive speed

Explanation

Driving at excessive speed during the test indicates the applicant does not have the ability to control the vehicle or make the correct speed choice and does not meet the high standard required for the awarding of a full licence.

Recorded if

- the applicant exceeds the speed limit by 5km/h or more for five seconds or more, or exceeds the speed limit by 10km/h or more for any duration.

Stop at dangerous position

Explanation

When stopping, applicants must ensure they do so in a position that will not create a danger to themselves or other road users.

Drivers must not go into or attempt to cross an intersection, railway level crossing, pedestrian crossing or an area controlled by pedestrian traffic signals, if their intended passage or exit is blocked by stationary traffic.

Drivers must also not stop in a position that will obstruct the safe passage of other road users who have the right of way. Any necessary evasive action by a road user shows that the position of the vehicle potentially created a dangerous situation.

A pedestrian who diverges around a vehicle blocking a pedestrian crossing is at risk of being struck by other vehicles.

Recorded if

- the applicant stops the vehicle at a position that intrudes onto or blocks a pedestrian crossing, causing a pedestrian to take evasive action (ie stop, slow, turn back, hurry or diverge around the vehicle)
- while waiting to turn right across oncoming traffic, the applicant stops the vehicle at a position that blocks a lane for oncoming traffic (other than a right-turn-only lane) (see **Figure 19**)
- while giving way at an intersection, the applicant unnecessarily stops the vehicle at a position that intrudes into the intersecting traffic stream (see **Figure 20** and **Figure 21**)
- while waiting at an intersection or in a queue of traffic, the applicant stops in a cross-hatched clear zone marking indicated by cross-hatched yellow lines
- the applicant stops the vehicle on a railway crossing
- the applicant enters an intersection when their passage or exit is blocked by stationary traffic.

Exception

- When giving way at a Stop or Give Way sign or at 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 (see **Figure 22**). The applicant is not penalised for stopping beyond the Stop or Give Way line, provided that:

- 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
 - 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, and
 - the applicant does not block the path of cyclists travelling along the intersecting road if such cyclists are present.
- It may be necessary to stop the vehicle on a pedestrian crossing to view approaching traffic before completing a turn at an intersection (see **Figure 23**). 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 pedestrian crossing to view approaching traffic, the applicant is not penalised. If more than one vehicle is queuing to make the turn, this exception applies only to the first vehicle in the queue (see **Figure 24**).

Illustrations



Image 50.

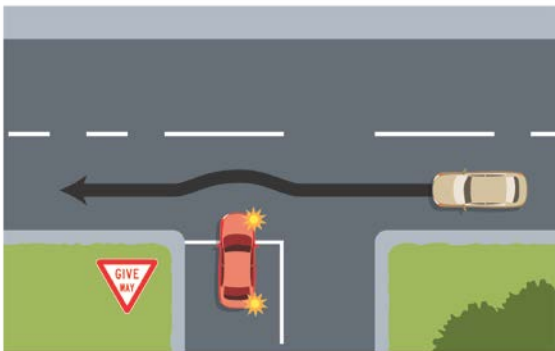


Image 51.

Figure 19: Stopping at a dangerous position while waiting to turn right, blocking a lane of oncoming traffic

Figure 20: Stopping at a dangerous position that intrudes into a line of moving traffic

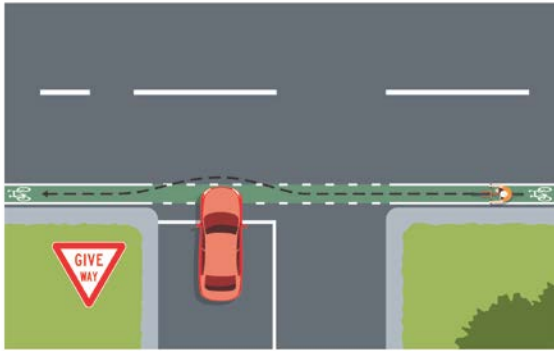


Image 52.

Figure 21: Stopping at a dangerous position that intrudes into the path of cyclists on the intersecting road

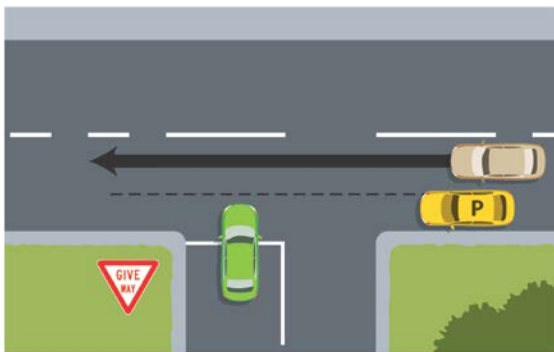


Image 53.

Figure 22: The driver is permitted to move forward to view approaching traffic, but must not obstruct a line of moving traffic

Note: 'P' indicates a parked vehicle

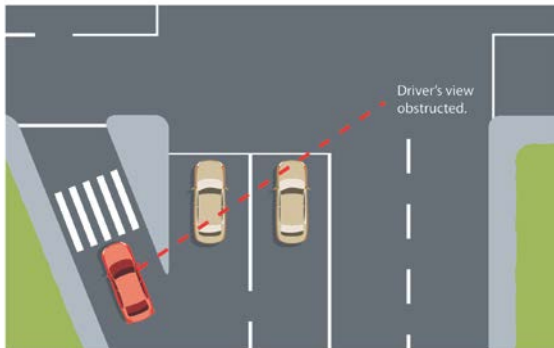


Image 41.

Figure 23: Stopping before the crossing may not provide an adequate view of traffic approaching from the right



Image 42.

Figure 24: The second queued vehicle should not encroach on the pedestrian crossing until the first vehicle has departed

Fail to stop

Explanation

Drivers are required to stop at Stop signs and for red or yellow traffic lights.

Recorded if

- the applicant drives through a Stop sign without stopping. This includes situations where the applicant slows and pauses, but fails to bring the vehicle to a complete stop (with the wheels motionless)
- the applicant fails to stop when required to do so at:
 - a red or yellow traffic light
 - a railway level crossing.

Other dangerous action

Explanation

Any other dangerous action (that results in immediate danger to road users or property) committed by the applicant during the test indicates they do not meet the high standard required for the awarding of a full licence.

Recorded if

the applicant performs a driving action not covered by the other immediate failure errors that:

- causes another road user to take evasive action, or
- causes immediate danger to road users or property, or
- will cause immediate danger to road users or property if the TO does not intervene, or
- unnecessarily increases the risk of a collision, eg maintains a following distance of less than one second from the driver in front.

When illegal driving actions are critical errors

If the applicant performs an illegal driving action (other than those specified under the other immediate failure errors) that does not result in another road user taking evasive action or danger to road users or property, the appropriate critical error is recorded.

Illustrations

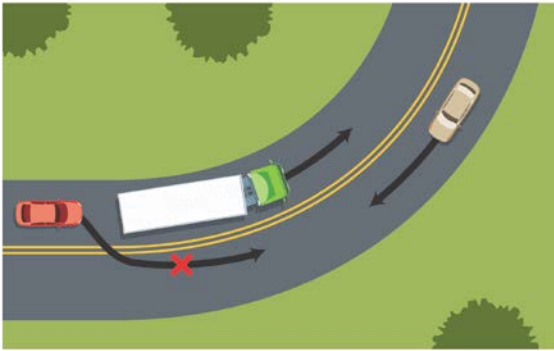


Image 54.

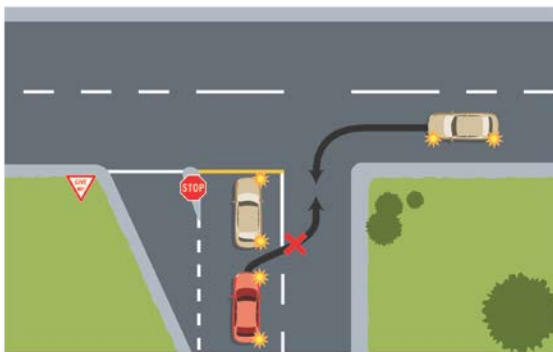


Image 55.

Figure 25: Illegal overtaking across double yellow lines while approaching a blind curve or crest of a hill

Figure 26: Driving on the wrong side of the road when approaching an intersection unnecessarily increases the risk of collision with a vehicle that may be approaching from the right, so an immediate failure error (*other dangerous action*) is recorded

Glossary

Pedestrian crossing	A part of the road painted with parallel white stripes and indicated by a pedestrian crossing sign, with or without flashing yellow lights.
Diverging	Any lane change, lane merge or lateral movement within the lane (whether marked or unmarked) of at least a car 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 the applicant's vehicle.
Head check	The applicant looks back over their left or right shoulder through the vehicle's side windows (not the rear window) to check for other road users in blind spots that cannot be seen in the mirrors.
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 pavement markings (lane lines, centre line or edge line) or by the kerb, the edge of the sealed road surface or the centre of the road.
Lateral	Movement sideways or from side to side (differs from forwards and backwards).
Merging	<ol style="list-style-type: none">1. A single vehicle joining a traffic stream (eg when a vehicle pulls out from the kerb), or2. Two or more traffic streams joining to become one stream (eg 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.
TO	Testing Officer
Traffic	Includes not only motor vehicles (cars, trucks, motorcycles, etc.) but also bicycles and pedestrians.
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 or when following the centre line at an intersection.