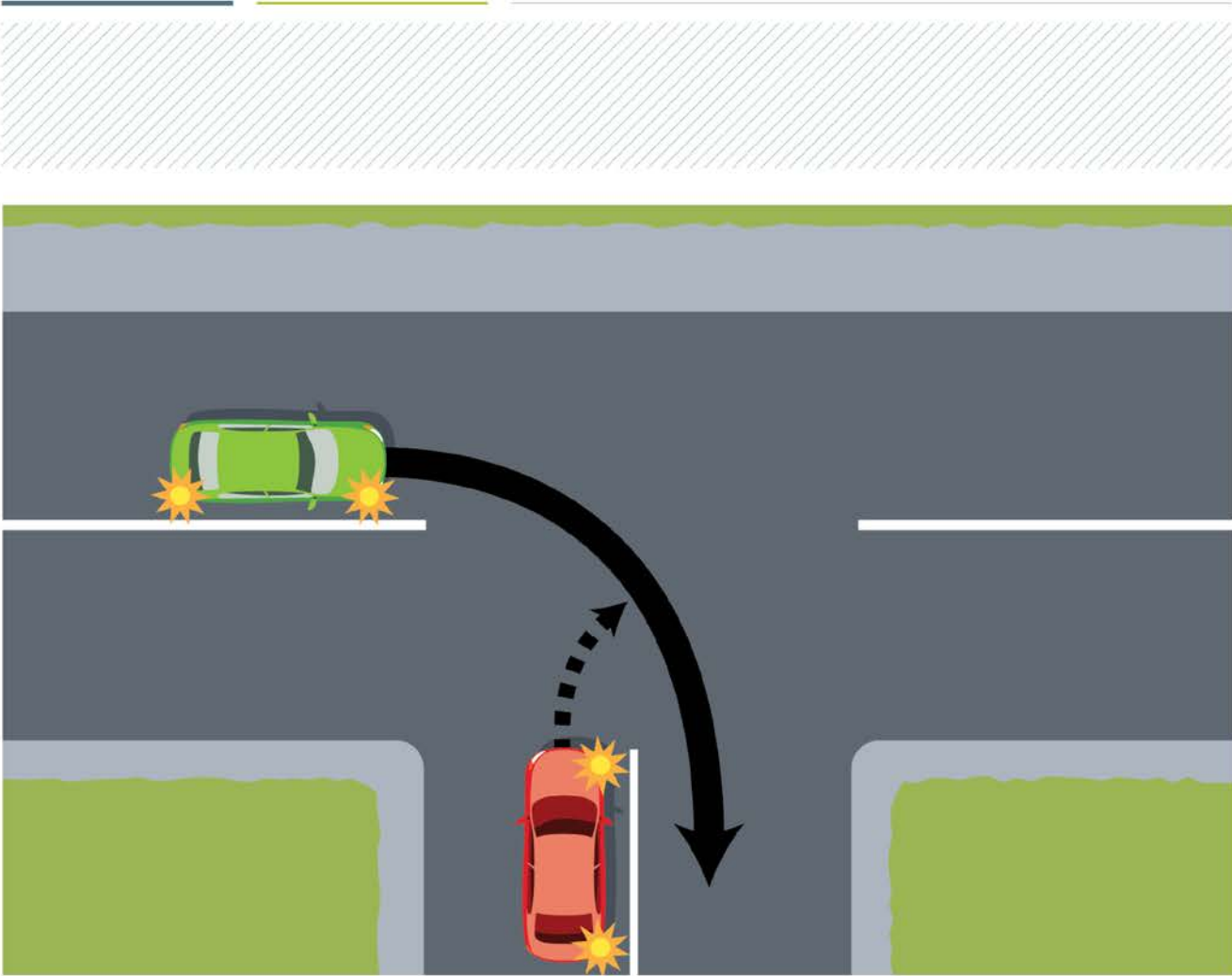

Restricted Licence Test guide (class 1)



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September 2012

ISBN 978-0-478-39405-4 (online)

ISBN 978-0-478-39406-1 (print)

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NZ Transport Agency

Version 2 (June 2014)

Originally published February 2012

ISBN 978-0-478-39405-4 (online)

ISBN 978-0-478-39406-1 (print)

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Contents

1	Introduction to the Restricted Licence Test	1
2	Overview of the structure of the Restricted Licence Test	3
3	Pre-drive checks	5
4	Assessable tasks	7
5	Task assessment items	14
6	Critical errors	26
7	Immediate failure errors	33
8	Glossary	43

1 Introduction to the Restricted Licence Test

Introduction

This booklet provides detailed information about the new Restricted Licence Test (RLT or the test) that came into effect on 27 February 2012. It will help professional driving instructors and coaches work with learner drivers as they approach the new RLT, but it should not take the place of a well-structured and comprehensive lesson plan, together with high levels of supervised driving experience in a broad range of driving situations.

In preparing for the test, the Transport Agency recommends that all novice drivers and their coaches become familiar with this test guide, the Road Code and the Practice programme (www.practice.co.nz). These resources contain all the necessary information to enable novice drivers to practice the necessary skills to become safe drivers and subsequently be ready to sit the test. Being a safe driver is the first goal and test readiness is the second.

The graduated driver licensing system

The graduated driver licensing system 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 Licence Test

In 2010 the New Zealand Government announced a package of reforms focused on young drivers, including making the RLT more difficult to encourage 120 hours of supervised driving practice.

The new RLT is based on the Victorian Government probationary licence test and calibrated for New Zealand driving environments.

The new RLT was developed to assess the higher skill levels expected of today's more experienced licence applicants. With a 45 minute drive time, it is longer than the previous test, which allows a more comprehensive assessment of the applicant's safe driving skills. An applicant is more likely to have the necessary skills to pass the test if they have had at least 120 hours of supervised driving experience.

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.

2 Overview of the structure of the Restricted Licence Test

Test duration

The test takes a total of one hour to administer. This time allows for:

- meeting the applicant
- conducting the pre-drive vehicle safety check
- conducting a 45 minute practical drive
- adding up the test score sheet at the end of each stage
- providing feedback to the applicant on their performance at the end of the test.

Test route stages

The test comprises two stages.

- Stage 1 of the test takes 10 minutes and is a set of relatively simple driving tasks conducted in a less complex traffic environment designed to assess the applicant's driving ability. This stage is conducted in speed zones of up to 60km/h and determines whether the applicant is a sufficiently skilled and safe driver to proceed to the more challenging driving tasks and environments of Stage 2 of the test.

An applicant who does not achieve a satisfactory score in Stage 1 is not permitted to undertake Stage 2 of the test. In this way, applicants who are not ready to tackle the more challenging tasks in Stage 2 are screened out before they can pose a danger to themselves and other road users.

- Stage 2 of the test takes 35 minutes and is designed to assess the applicant's ability to perform more challenging tasks in moderately challenging environments within speed zones of 60km/h and over.

To pass the RLT, an applicant must demonstrate safe decision-making, observance of road rules and satisfactory car-handling skills throughout the whole test.

Stages 1 and 2 of the RLT must be undertaken during a single test booking. They cannot be split into separate appointments.

Driving tasks

There are two types of driving tasks in the RLT:

- **Assessable tasks** include left and right turns, lane changes (or turning right across traffic where lane changes are not available), merging with other traffic, straight drives, straight or right at a roundabout and a reverse parallel park. 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. Linking manoeuvres include similar driving manoeuvres to the assessable tasks but do not have associated task assessment items assigned to them.

There are seven assessable tasks in Stage 1 and 18 assessable tasks in Stage 2.

The Assessable Tasks used in the RLT are described in section 4.

Assessment items

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

1. **Task assessment items** which assess one aspect of driving performance during the execution of each assessable task.
The task assessment items are described in section 5.
2. **Critical errors** which are recorded at any time they occur during the RLT, whether during an assessable task or not.
The critical error types are described in section 6.
3. **Immediate failure errors** are 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

Before beginning the RLT, the testing officer will:

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

Documentation

Prior to commencing the test the testing officer will:

- sight the applicant's learner 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
 - two learner licence plates (L plates) displayed correctly
 - a current vehicle licence (registration) label
 - a current road user charges (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 testing officers 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.
Head lights	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 testing officer will check the applicant is able to identify where the following controls are located in the vehicle:

- handbrake
- 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 would result.

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

3 Assessable tasks

Stage 1 Assessable tasks

Table 1 shows the typical assessable tasks for stage 1. 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. For example, all routes are designed to include a reverse parallel park, but this task may be replaced by a three-point turn if a safe location for a reverse park is not available when required in the test route.

Table 1 Typical assessable tasks for stage 1

Illustration of traffic movements

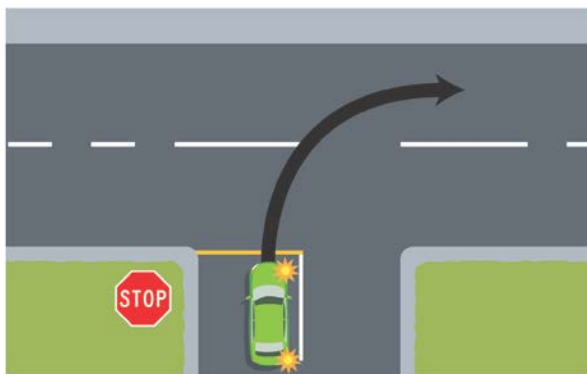


Image 1.



Image 33.

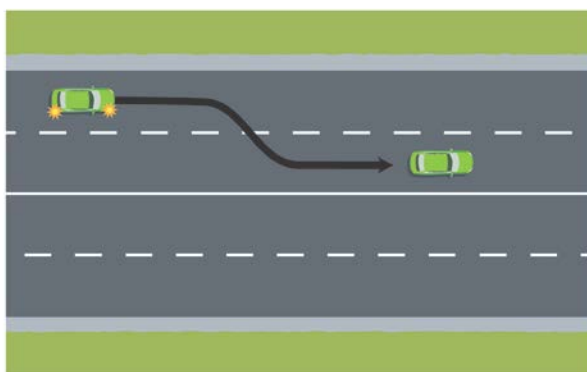


Image 8.

Task

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

Figure 2 Left turn giving way to intersecting traffic (one lane each way), may be at a 'T' or cross-intersection

Figure 3 Lane change right

Illustration of traffic movements

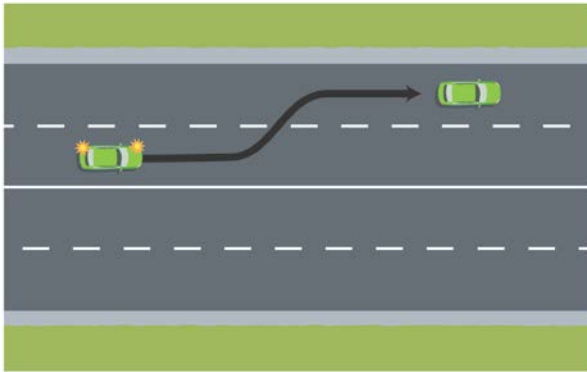


Image 9.

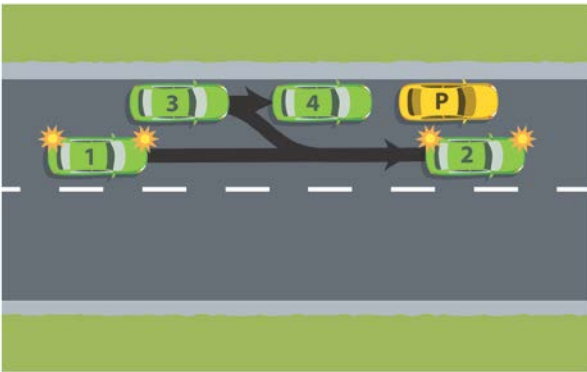


Image 38.

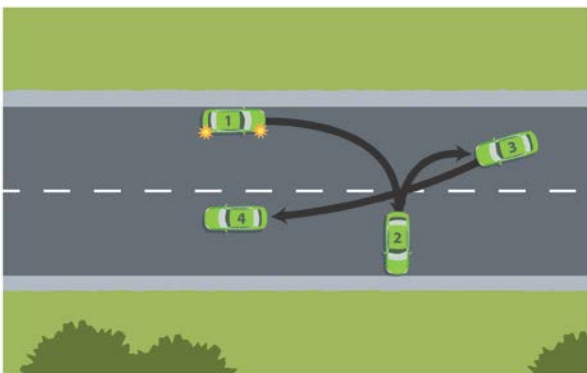


Image 16.

Task

Figure 4 Lane change left

Figure 5 Reverse parallel park

Figure 6 Three-point turn
(substitute task)

Stage 2 Assessable tasks

The purpose of stage 2 is to assess the applicant's driving ability in busier day-to-day traffic environments. Stage 2 of the test route therefore uses roads with medium to heavy traffic flows.

Typical stage 2 assessable tasks and their location requirements are shown in table 2. 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 2 Typical assessable tasks for stage 2

Illustration of traffic movements

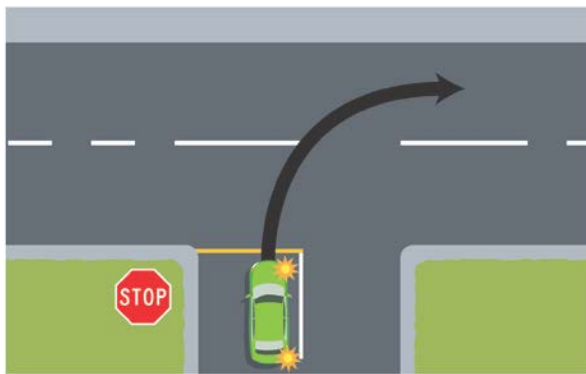


Image 1.

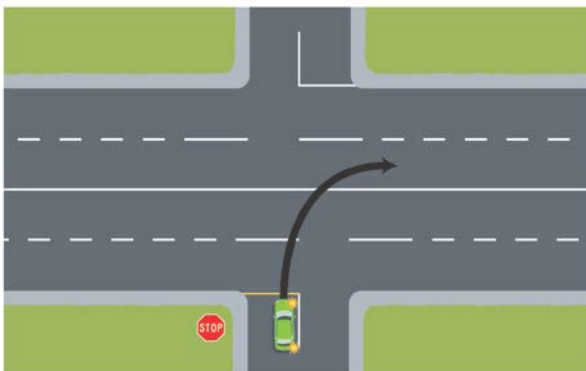


Image 2.



Image 3.

Task

Figure 7 Right turn giving way to intersecting traffic (one lane each way), may be at a 'T' or cross-intersection

Figure 8 Right turn giving way to intersecting traffic (two lanes each way), may be at a 'T' or cross-intersection

Figure 9 Right turn giving way to one lane of oncoming traffic, may be at a 'T' or cross-intersection

Illustration of traffic movements

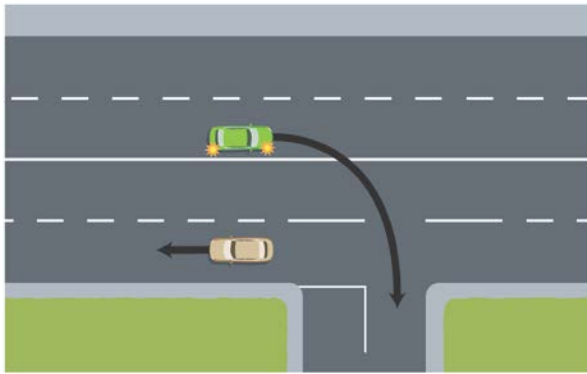


Image 4.

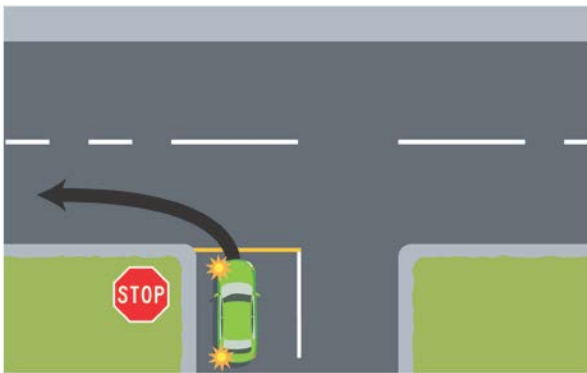


Image 5.

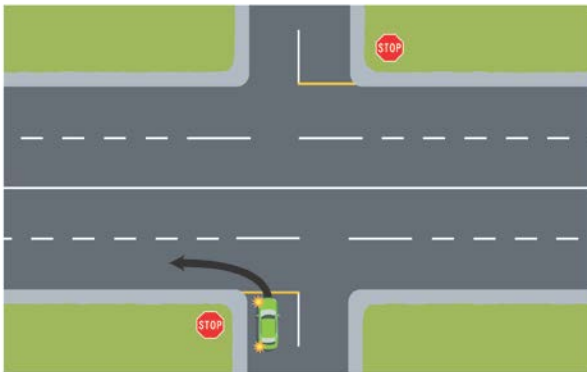


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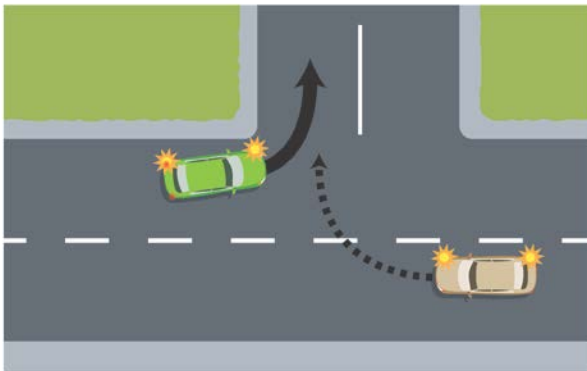


Image 59.

Task

Figure 10 Right turn giving way to two lanes of oncoming traffic, may be at a 'T' or cross-intersection

Figure 11 Left turn giving way to intersecting traffic (one lane each way), may be at a 'T' or cross-intersection

Figure 12 Left turn giving way to intersecting traffic (two lanes each way), may be at a 'T' or cross-intersection

Figure 13 Left turn with priority, may be at a 'T' or cross-intersection

Illustration of traffic movements

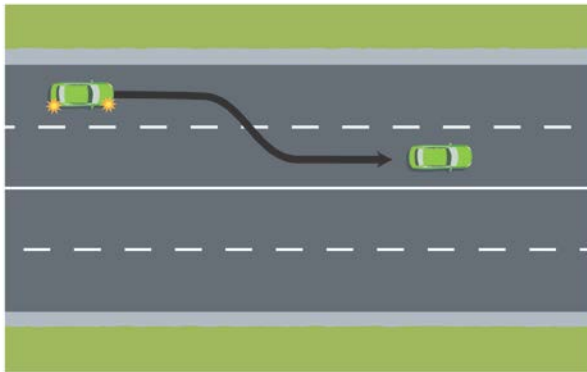


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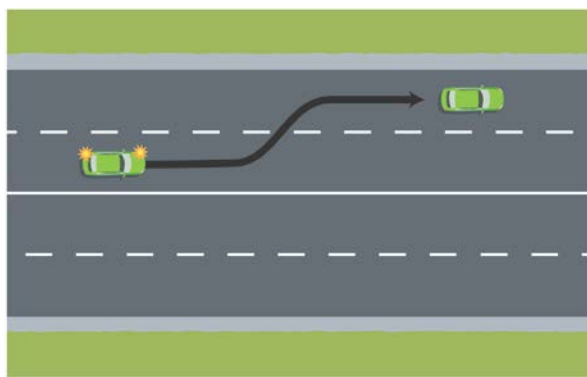


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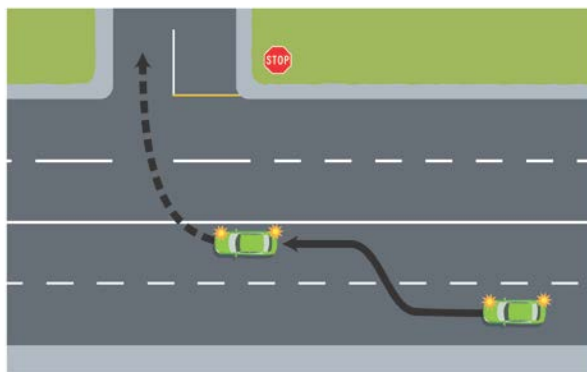


Image 10.

Task

Figure 14 Lane change right

Figure 15 Lane change left

Figure 16 Lane change right in preparation for a turn

Illustration of traffic movements

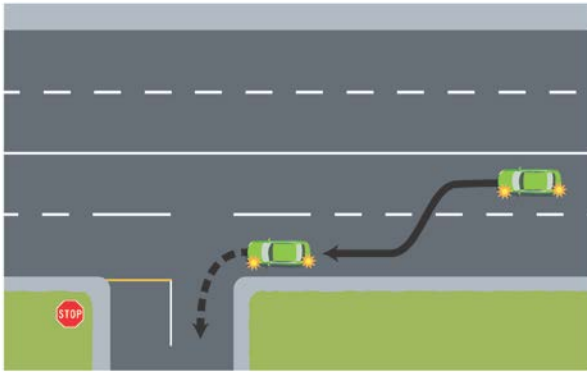


Image 11.

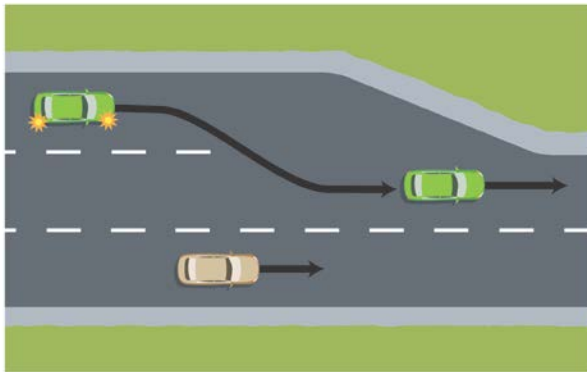


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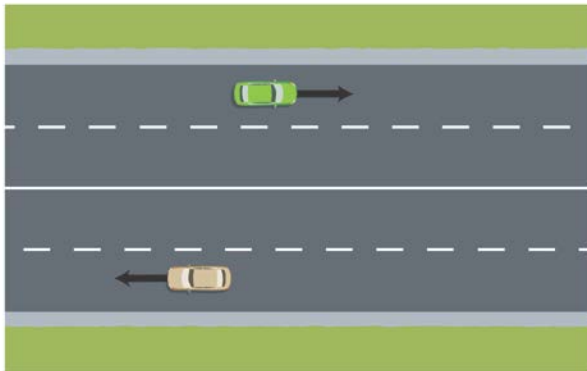


Image 13.

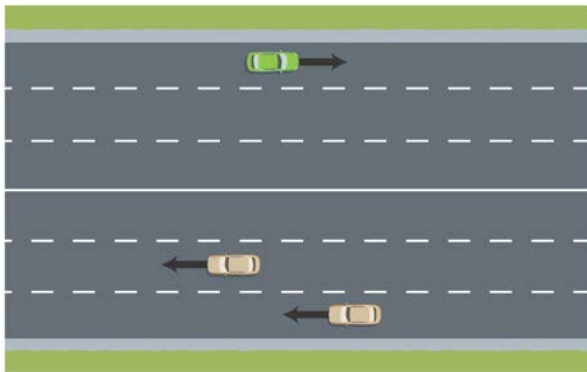


Image 14.

Task

Figure 17 Lane change left in preparation for a turn

Figure 18 Merge lanes

Figure 19 Straight drive (medium speed)

Figure 20 Straight drive (arterial road)

Illustration of traffic movements



Image 17.



Image 18.

Task

Figure 21 Right turn at a roundabout

Figure 22 Straight through at a roundabout

4 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 tasks. They contribute to the applicant's point score for stage 1 or for the entire test.

There are 10 task assessment items that may be assigned to an assessable task, as follows:

Observation	Lateral position
Signalling	Parking observation
Gap selection	Parking movement
Speed choice	Leaving park
Following distance	Turning movement

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
 - 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.
- When making a three-point turn, looks in both directions along the road and does head check immediately before moving across the road (before and after reversing) and immediately before reversing away from the kerb.
- When reversing as part of a three-point turn, looks in the direction of travel while reversing.
- 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 out from the kerb
 - pulling into 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)
 - stopping next to a parked vehicle to commence a reverse parallel park.
- 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 that it might 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

Illustration of traffic movements

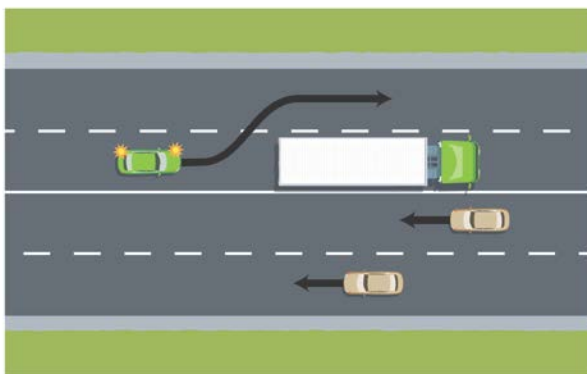


Image 21.



Image 22.



Image 18.

Task

Figure 23 Signals when changing lanes

Figure 24 If turning left, signals left on approach and leaves on until roundabout has been exited

Figure 25 If moving straight ahead signals left to exit (if practicable to do so) when passing the entry point immediately before the required exit

Illustration of traffic movements



Image 17.

Task

Figure 26 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 increase 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.

Speed choice

Explanation

The applicant must observe the speed limit at all times. The applicant also needs to adjust the vehicle's speed to suit the prevailing driving conditions (road, weather, light, driver, vehicle or traffic conditions).

Requirements

- Does not exceed the speed limit by 5km/h or more at any time.
- When driving straight, drives at or close to the speed limit when conditions are suitable, but at a lower speed if road, weather or traffic conditions (eg driving on a wet or unsealed road, or in congested or slow traffic) make it unsafe to travel at the speed limit.
- When merging, adjusts speed if necessary to choose a safe gap in the traffic.

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 2-second or 4-second rules throughout the test.

Requirements

- When driving straight in good conditions, maintains a following distance of at least 2 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 4 seconds behind the vehicle ahead.
- After changing lanes, resumes the applicable following distance (2 or 4 seconds, depending on conditions) behind the vehicle in front as soon as practicable.

Lateral position

Explanation

The applicant must position the vehicle in a safe and legal position throughout the test.

Requirements

- On roads with more than one lane marked for the applicant's direction of travel, selects an appropriate lane for the driving task.
- When turning left or right from a road with marked lanes, commences the turn from a lane from which the relevant turn (left or right) is permitted.
- When turning into a multi-lane road, turns into the nearest lane, and does not mislead other drivers by turning towards one lane and then changing direction to finish in a different lane.
- When travelling on a road with a flush median, uses the flush median to:
 - wait before turning right (see **Figure 27**)
 - wait to move into a gap in the traffic flow after you have turned right (see **Figure 28**).
- When travelling straight through an intersection, does not select a lane marked for turning traffic only.

- Does not drive in a special vehicle only lane (eg bus or bicycle), except when:
 - entering or leaving the road
 - pulling over to or out from the kerb
 - passing a right-turning vehicle

in which cases the applicant is permitted to drive in a special vehicle lane for up to 50 metres.

Note: This exception does not apply in the case of a cycle lane where the applicant has a separate marked lane for their intended direction of travel which is clearly differentiated from the cycle lane.

- Where there is more than one lane available, selects the appropriate lane to travel in (eg does not travel in the left lane if it is intermittently blocked by parked vehicles and another lane is available).
- When turning right:
 - keeps left of the centre line (if any) or centre of the road (if no centre line) when entering the intersection and when leaving the intersection (see **Figure 29**, **Figure 30** and **Figure 31**)
 - if turning from a road without marked lanes, enters the intersection as near as practicable to the centre line (if any) or the centre of the road
 - if turning right at an intersection other than a T-intersection or a roundabout, passes to the right of the centre of the intersection, unless road markings impose a different requirement.
- When turning left:
 - does not cross the centre line of either the road the applicant is turning from or the road the applicant is 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.
- Positions the vehicle wholly within the lane (except when changing lanes) and does not wander from side to side within the lane.
- When driving along a road with only one lane or line of traffic for the applicant's direction of travel, positions the vehicle as near as practicable to the left side of the road. Note that it is not considered practicable to drive close to the left side of the road if this would require the applicant to diverge frequently around parked vehicles.
- Maintains a lateral clearance of at least 1.2 metres from parked vehicles, whenever possible.
- Maintains a lateral distance of at least 1.5 metres from cyclists, whenever possible.
- Maintains a safe lateral clearance from vehicles travelling in other lanes.

Illustrations

Illustration of traffic movements

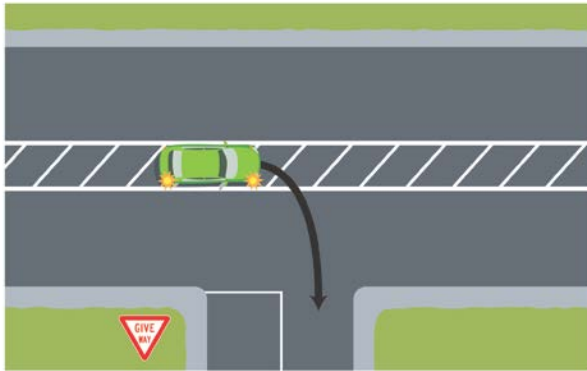


Image 29.

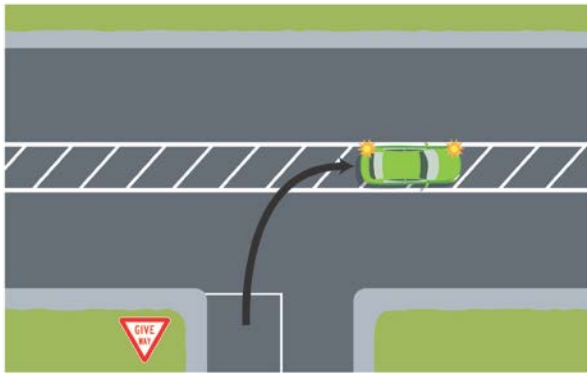


Image 29.2.

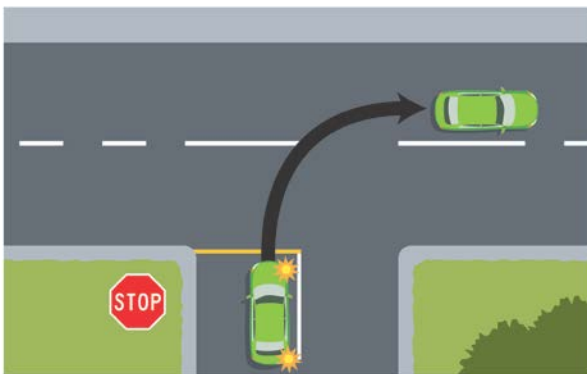


Image 26.

Task

Figure 27 Using a flush median to wait before turning right

Figure 28 Using a flush median to wait to move into a gap in the traffic flow after you have turned right

Figure 29 Correct lateral position on a right turn, keeping left of centre when entering and leaving the intersection

Illustration of traffic movements

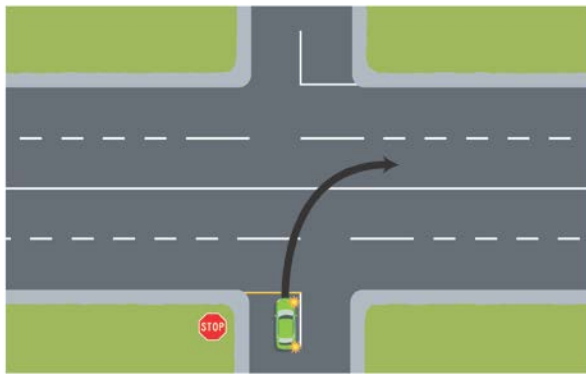


Image 2.



Image 33.

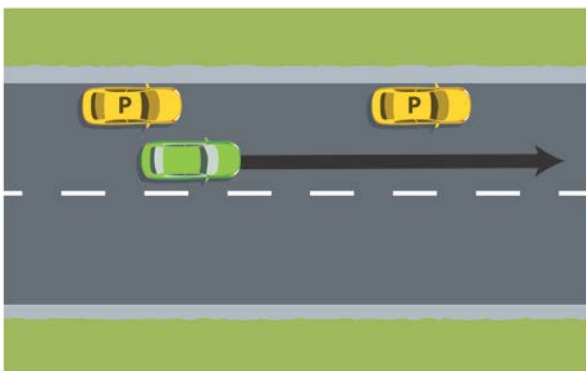


Image 35.

Task

Figure 30 Correct lateral position for a right turn into a multi-lane road

Figure 31 Correct lateral position for a left turn from a road with no marked lanes, entering the intersection as near as practicable to the left side of the road

Figure 32 Correct lateral position when cars are parked at the left side of the road (note: 'P' indicates a parked vehicle)

Parking observation

Explanation

Reversing is a necessary driving skill which will be tested during the test. The preferred option is a reverse parallel park but applicants may be asked to conduct a three-point turn in areas where no suitable spaces are available to conduct a reverse parallel park.

Requirements

- Checks the relevant mirror/s and does head check immediately before reversing.
- When reverse parking, maintains observation to the rear.

Parking movement

Explanation

The applicant must be able to satisfactorily manoeuvre the vehicle when completing a reverse parallel park.

Requirements

- Completes the reverse parallel park in no more than four vehicle movements (note: the first movement is from 2-3 in figure 33) and in no more than two minutes (unless traffic conditions make this unreasonable).
- Completes the reverse parallel park in no more than four vehicle movements and in no more than two minutes (unless traffic conditions make this unreasonable).
- Does 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 the applicant's car).
- Finishes with the vehicle parallel to and within 300mm of the kerb.
- Finishes 1–2 metres from the vehicle in front.
- Does not hit the kerb heavily enough to cause discomfort to vehicle occupants.
- Does not allow any wheel to mount the kerb while parking.

Illustration

Illustration of traffic movements

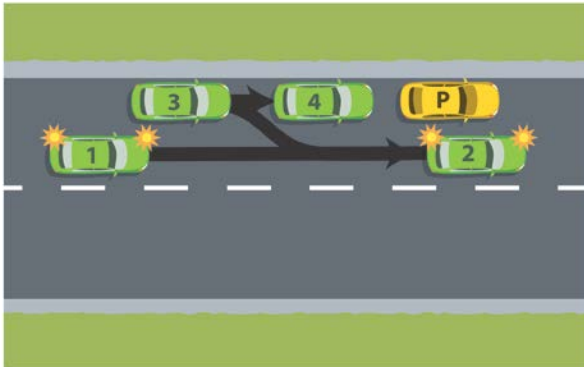


Image 38.

Task

Figure 33 Correct parking movement (note: the applicant is required to maintain a turn signal – assessed under Signalling – at positions 1 and 2) (note: 'P' indicates a parked vehicle)

Leaving park

Explanation

Marking of the reverse parallel park manoeuvre will include the applicant exiting the park and rejoining the traffic flow.

Requirements

- Checks in the relevant mirror/s, if safe signals and makes a head check immediately before pulling out from the kerb.
- Pulls out from the kerb in either one or two movements (ie one reverse movement if required, and one forward movement).

Illustration

Illustration of traffic movements

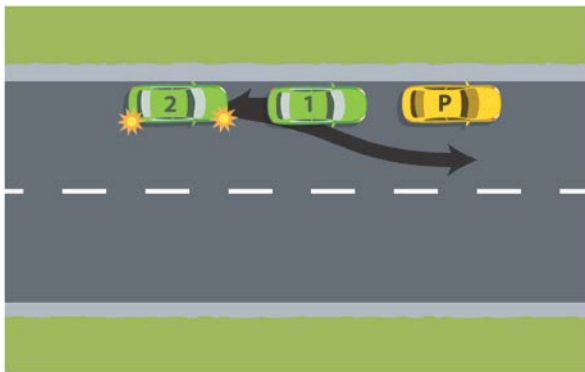


Image 39.

Task

Figure 34 Leaving parking, using one reverse movement and one forward movement (note: 'P' indicates a parked vehicle)

Turning movement

Explanation

On those occasions where the testing officer may be unable to find a suitable location for the reverse parallel park the applicant will be requested to conduct a three-point turn.

Requirements

When performing a three-point turn, the applicant must not make use of driveways on either side of the road nor may they complete the manoeuvre as a U-turn.

- Positions the car parallel to and within 300mm of the left kerb.
- Moves across the road to the right kerb without hitting any kerb hard enough to cause discomfort to vehicle occupants and without allowing any wheel to mount a kerb.
- Does not use a driveway and does not allow the vehicle to enter private property.

- Reverses away from the kerb without hitting any kerb hard enough to cause discomfort to vehicle occupants and without allowing any wheel to mount a kerb.
- Returns to the correct side of the road when driving off as the manoeuvre is completed.
- Completes the manoeuvre in no more than two minutes and without moving across the road to the right more than once.

Illustration

Illustration of traffic movements

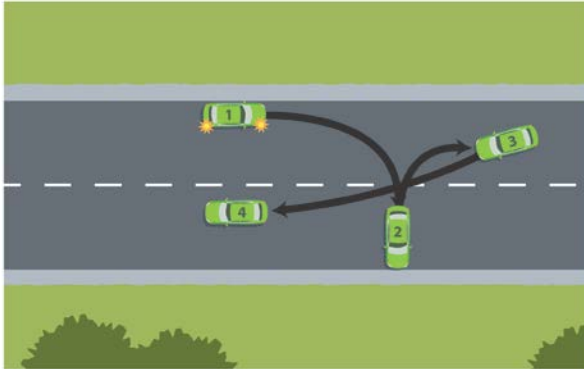


Image 16.

Task

Figure 35 Three-point turn movements, including pulling over to the left kerb

5 Critical errors

A critical error is a serious driving error that does not meet the threshold for an immediate failure error. Critical errors are recorded at any time they occur during either stage of the test, whether or not the applicant was undertaking an assessable task at the time of 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 include:

Too slow	Mounting a kerb
Too fast	Stalling the vehicle
Failing to look	Incomplete stop at a Stop sign
Failing to signal	Other illegal action
Blocking a pedestrian crossing	

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 for at least two-thirds of the stage (either stage 1 or stage 2).
- The applicant remains stationary for no good reason for 5 seconds or more when there was ample opportunity to proceed:
 - at traffic signals, 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 (refer figure 28).

- 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 no pedestrians are 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 stage if road or traffic conditions (eg travelling on a wet or unsealed road, or in congested or slow traffic) make it unsafe to travel closer to the speed limit.

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 5 seconds.

Failing 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 (*failing to give way*) is recorded.

Failing 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 (eg 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 assessment item.

Blocking a pedestrian crossing

Explanation

A driver shall not stop a vehicle in a position that blocks a pedestrian crossing. However, in some cases (eg 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 36**):

- If more than one vehicle is queuing to make the turn, this exception applies only to the first vehicle in the queue (see **Figure 37**).
- 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 (*stopping at dangerous position*) is incurred.

Illustrations

Illustration of traffic movements

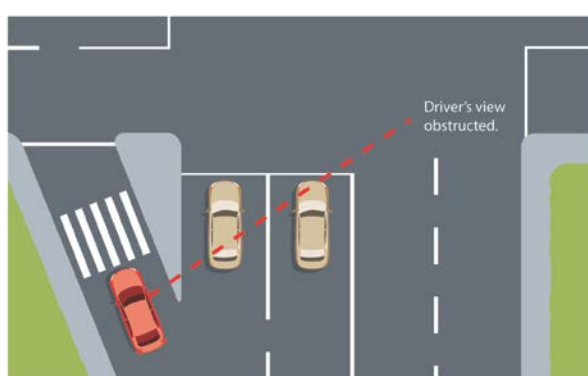


Image 41.



Image 42.

Task

Figure 36 Stopping before the crossing may not provide an adequate view of traffic approaching from the right

Figure 37 The second queued vehicle should not encroach on the pedestrian crossing until the first vehicle has departed

Mounting a 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.

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.

Stalling the vehicle

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.

Incomplete stop at a Stop sign

Explanation

Applicants are required to come to a complete stop at Stop signs.

Recorded if

- When approaching a Stop sign, the applicant slows and pauses, but fails to bring the vehicle to a complete stop (with the wheels motionless) in a suitable position to see if the way is clear.

When an incomplete stop is an immediate failure error

An immediate failure error is incurred if:

- the applicant drives past a Stop sign without clearly demonstrating an intention to stop, regardless of whether there is any conflict with other traffic
- the incomplete stop occurs at a railway level crossing controlled by a Stop sign
- the applicant does not stop at a red or yellow traffic signal (when required to do so)
- when stopping at a Stop or Give Way sign, stops in a position that creates a conflict with an approaching vehicle on the intersecting road.

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 and 2 seconds.
- The applicant drives over part of the central island of a roundabout designed to be driven over by heavy vehicles.
- The applicant fails to give way to a pedestrian waiting to cross at a pedestrian crossing (but not on the crossing).

Exceptions

- If the applicant gives a turn/diverge signal that starts too late or finishes too early, a critical error (*other illegal action*) should not be recorded. This should 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*) should be recorded.
- If the applicant breaches the lateral position requirements stated in section 5, 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 the lateral position requirements, a critical error (*other illegal action*) should not be recorded.

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.

Illustration

Illustration of traffic movements

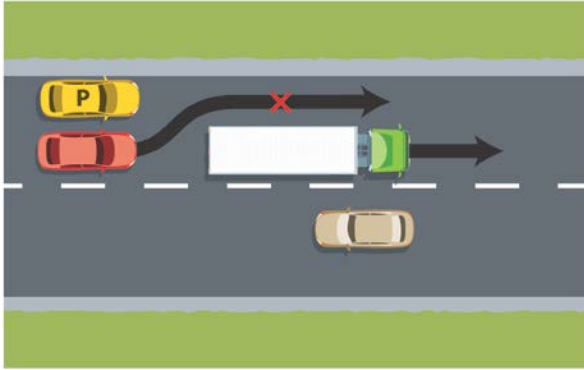


Image 44.

Task

Figure 38 Illegal overtaking on the left on roads with only one marked lane for the applicant's direction of travel

6 Immediate failure errors

Immediate failure errors are recorded at any time they occur during either stage of 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 include:

Testing Officer intervention	Excessive speed
Failing to carry out an instruction	Stopping at dangerous position
Collision	Failing to stop
Failing to give way	Other dangerous action

Immediate failure errors are described in more detail below.

Testing Officer intervention

Explanation

The applicant must be able to demonstrate they can independently drive safely, ie without verbal or physical assistance.

Recorded if

- The testing officer or support person in the vehicle provides any verbal or physical assistance to the applicant while the test is in progress.
- The testing officer 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.

Exceptions

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

Illustration

Illustration of traffic movements

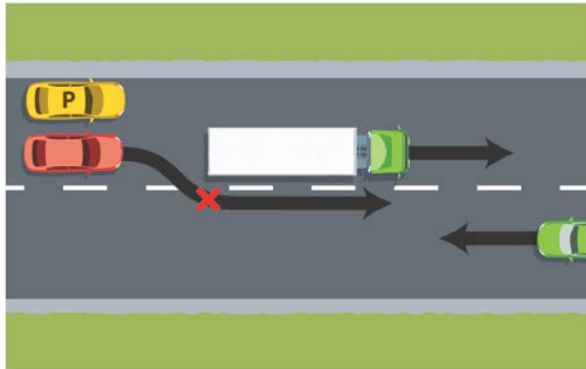


Image 45.

Task

Figure 39 If an applicant commences a manoeuvre that will cause immediate danger, the testing officer should intervene (note: 'P' indicates a parked vehicle)

Failing 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 or make safe decisions so cannot yet be relied on to drive independently and safely.

Recorded if

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

Collision

Explanation

Causing the vehicle to collide with the kerb, 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 so cannot yet be relied on to drive independently and safely.

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 at any time (other than when parking 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 (*lateral position*) is recorded.

Illustrations

Illustration of traffic movements

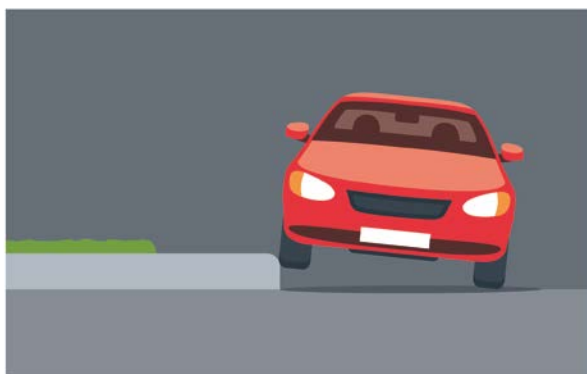


Image 46.



Image 47.

Task

Figure 40 Immediate failure error (*collision*) – mounting the kerb of a roundabout or striking the kerb

Figure 41 Critical error (*other illegal action*) – driving on a part of the roundabout intended for use only by heavy vehicles

Illustration of traffic movements



Image 48.

Task

Figure 42 Immediate failure error (*collision*) – mounting or driving over a part of the roundabout not intended to be driven on by any vehicles

Failing 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 so cannot yet be relied on to drive independently and safely.

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

Illustration of traffic movements

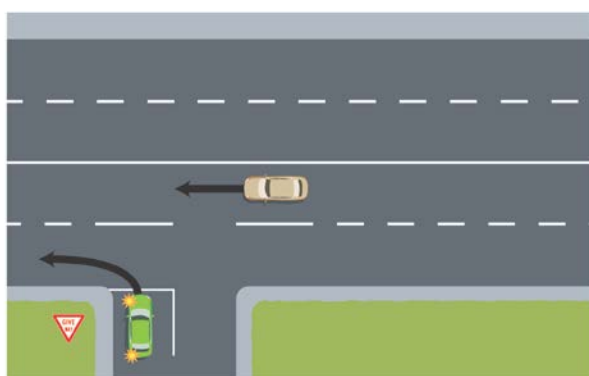


Image 49.

Task

Figure 43 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 so cannot yet be relied on to drive independently and safely.

Recorded if

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

Stopping 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 44**).
- While giving way at an intersection, the applicant unnecessarily stops the vehicle at a position that intrudes into the intersecting traffic stream (see **Figure 45** and **Figure 46**).
- 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 47**). 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
 - the applicant does not block the path of any cyclists travelling along the intersecting road.
- 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 48**). 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 49**).

Illustrations

Illustration of traffic movements



Image 50.



Image 51.

Task

Figure 44 Stopping at a dangerous position while waiting to turn right, blocking a lane of oncoming traffic

Figure 45 Stopping at a dangerous position that intrudes into a line of moving traffic

Illustration of traffic movements

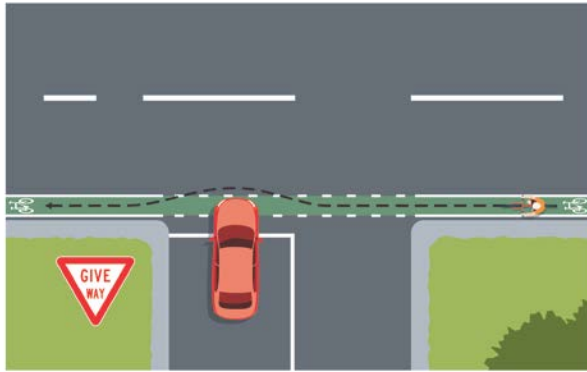


Image 52.

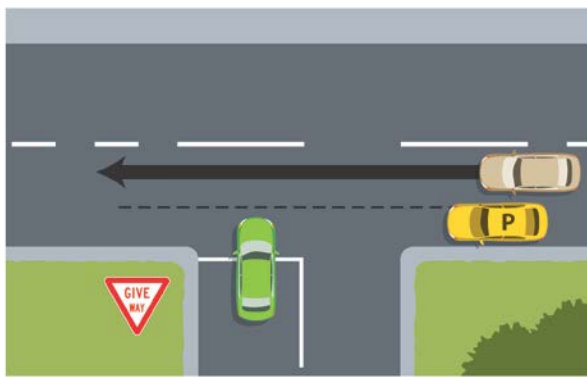


Image 53.

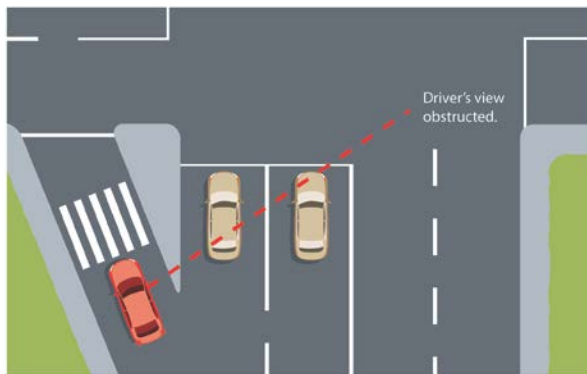


Image 41.



Image 42.

Task

Figure 46 Stopping at a dangerous position that intrudes into the path of cyclists on the intersecting road

Figure 47 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

Figure 48 Stopping before the crossing may not provide an adequate view of traffic approaching from the right

Figure 49 The second queued vehicle should not encroach on the pedestrian crossing until the first vehicle has departed

Failing to stop

Explanation

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

Recorded if

- The applicant drives through a Stop sign or red traffic signal without stopping.
- The applicant fails to stop when required to do so at:
 - a yellow traffic signal
 - 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 cannot yet be relied on to drive independently and safely.

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 testing officer does not intervene, or
- unnecessarily increases the risk of a collision, eg maintains a following distance of less than 1 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 causes immediate danger to road users or property, the appropriate critical error is recorded.

Illustrations

Illustration of traffic movements

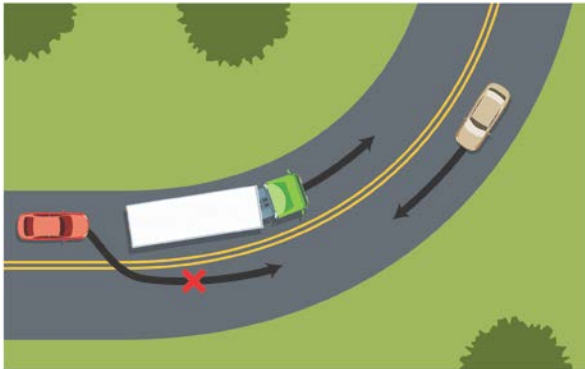


Image 54.

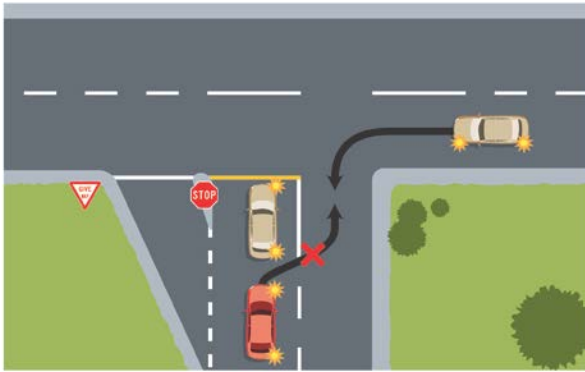


Image 55.

Task

Figure 50 Illegal overtaking across double yellow lines while approaching a blind curve or crest

Figure 51 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

7 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.
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.