



Transport
Roads & Traffic
Authority

DRIVING TEST (Class C)

Testing Officer's Manual

VERSION 3

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Part A

General Information



Confidentiality

Sections of this document are published on the Roads and Traffic Authority, NSW website in accordance with the Government Information (Public Access) Act 2009. The unpublished sections are intended for internal use only and contain information of a sensitive nature and must not be made available to any individual or organisation outside of Roads and Traffic Authority, NSW without the written authority of the Manager Customer Education.

Introduction

This manual reflects the requirements of the Road Rules 2008 (RR).

Assessment principles

The assessments have been developed with a number of key objectives in mind. These objectives are also important in the administration of the test by the testing officer.

1. Conduct a valid assessment. The test specifically focuses on the skills and behaviour of safe driving.
2. Maintain reliability. Assessments must be made on the basis of reliable evidence. Results should be consistent across a range of testing officers.
3. Provide a flexible assessment. The test can be conducted in a wide range of contexts.
4. Provide a fair assessment. The test must not be unduly difficult or confusing when compared with normal driving, and not require specific local knowledge.
5. Ensure a safe assessment. The course should not create unnecessary risk to the applicant, testing officer or other road users.

Method of Assessment

The driving test has been designed to assess the applicant's ability to independently operate a vehicle in a low risk way. The assessments are therefore clearly focused on identifying, and rewarding behaviours that are likely to result in a reduced risk of being involved in a crash.

Zones

The driving test is conducted on a set test course that is made up of 25 zones. A zone is a length of road, or a combination of several roads, on which five assessments are made by the testing officer. A zone begins and ends at a specific location, usually a cross street.

Assessments

There are five assessments that need to be made within each zone. All are assessed on a continual basis throughout the zone.

In addition to the zones, the applicant is also required to complete a Kerbside Stop and one other manoeuvre; either, a three point turn, reverse parallel park or angle park. These elements are assessed as part of the zone they are conducted in using the same criteria. A full description of each assessment is given in Part C of this manual.

Scoring

The applicant is given a tick if they demonstrate the appropriate low risk driving techniques throughout the zone or at specific locations within the zone as required. If the applicant does not demonstrate appropriate use of low risk driving techniques when required, then they are given a circle “O”, (a no score).

Fail Items

Fail Items are continuously assessed throughout the test. If an applicant commits a Fail Item, the test is continued and the applicant is given a full test assessment.

Where the ability of the driver is clearly unsafe, for any of the criteria given in the Fail Items, then the testing officer may score an Immediate Fail and discontinue the test.

The test is deemed to have started when the Score Sheet has been signed by the applicant. Thus issues concerned with the vehicle being unroadworthy, unsuitable, etc, result in test termination. Reasons for termination, which are events unrelated to actual driving performance, are listed in Part D.

The test is deemed to be finished, when the applicant has been advised of their result, the score sheet has been signed and the applicant has been given their copy (carbon copy) of the score sheet.

Understanding the Score Sheet

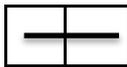
The assessment panel of the Score Sheet is designed to be used to record the test accurately as it occurs. There should be no need to remember events and record them later.

The eight columns are designated as follows:

	Assessment	Use this column to:
S	Speed Management	Record the driver's use of appropriate speed management techniques throughout a zone.
P	Road Positioning	Record the driver's use of appropriate positioning techniques throughout a zone.
D	Decision	Record the driver's observation and decision making throughout a zone.
Z	Zone number	Ensure that the assessments correspond to the zone number on the Course Sheet.
H	Record of hazard	Record the presence of a hazard within a zone.
R	Response to hazard	Record the driver's response to the hazards within a zone.
C	Vehicle Control	Record the driver's use of appropriate vehicle control techniques throughout a zone.
N O T E S		Record Fail Items and other notes as they occur. This column is wider than the others in order to record multiple Fail Items and notes if required.

Assessments							NOTES
S	P	D	Z	H	R	C	
S	P	D	1	H	R	C	
S	P	D	2	H	R	C	
S	P	D	25	H	R	C	

The rows numbered 1 to 25 each represent a complete zone in which all five assessments are made.

Notation		Meaning
	A tick	This is a positive score and boxes so marked will be counted to determine the final test score. Also used in Column H to record the presence of a hazard.
	Circle in centre of box	No score. Boxes so marked will be counted towards the final score.
	Number from F1- F19	Driver incurred a Fail Item. Always recorded in the NOTES column as an F and the number.
	(K), (M)	Place these notations in the NOTES column, in the row corresponding to the zone in which it occurred. (K) = Kerb side stop, (M) = Manoeuvre. Errors related to the manoeuvres are recorded within the brackets.
	A, B, C, D, E	Place these notations in the NOTES column, in the row corresponding to the zone in which it occurred, A = Applicant posture, seat belt, B = Brake, clutch, gears, C = Course, steering, D = Dashboard controls, instruments, gauges, E = Eco driving.
	Horizontal line through both H and R column	No hazard occurred within the zone that required a response
	S, H Fail Items 12 and 19	Record signal and observation check errors in the NOTES column as they occur. At the end of the test, complete the totals in the boxes provided on the score sheet. S = signal error, H = observation error

Assessments							
S	P	D	Z	H	R	C	NOTES
✓	✓	○	1	—	—	✓	#
✓	○	✓	2	—	—	✓	
○	✓	✓	3	✓	✓	✓	(K)

For further details on scoring actual events refer to the Part C.

Recording the score and results

The test score sheet must be neat and legible, with all assessments marked appropriately. This is necessary to ensure a valid test result.

No excuse is accepted for using dots. If the dots appear while adding the ticks, then use the other end of the pen. Each column needs to be counted and the totals recorded in the spaces provided at the bottom of each column.

In the **first row** of blank spaces enter the number of ticks (YES). In the **second row** of blank spaces enter the number of circles (NO). The **third row** is already completed with the exception of column H. Enter the total number of ticks recorded into the space on the bottom row. Now **add across each row** and enter totals in the last column. If a total is NIL then a Horizontal line only is drawn through the space see example in *Position* NO total following.

The total test score is now expressed as $\frac{\text{actual score}}{\text{possible score}}$

Use the Ready Reckoner to determine the score as a percentage and record the result in the percentage box at the bottom of the sheet. Check the NOTES column for Fail Items and place the number of the fail items in the appropriate Fail Item box.

Complete the totals **S** = signal error, **H** = observation error in the TOTAL boxes provided on the score sheet.

If the test was terminated write the reason for termination in the space provided and ensure that it is signed by the manager.

If the applicant scored 90+% AND no Fail Items have been recorded, the test is passed and the Results Pass box is ticked.

The applicant is given a copy of the Score Sheet which forms the basis of the feedback on the test for the applicant.

Score sheet

✓S	✓P	✓D	24	H	R	✓C		
✓S	✓P	✓D	25	H	R	✓C		
22	25	231	YES			24	95	
3	—	2	NO	3	1		9	
25	25	25		4		25	104	
Totals								



The Role of the TESTING OFFICER

In summary, the testing officer's role, during the test, is to:

BRIEF – applicant about the test, before starting.

DIRECT – applicant around the test course.

OBSERVE – applicant driving behaviour.

ASSESS – applicant performance according to assessment criteria.

RECORD – assessment of applicant on the score sheet.

DETERMINE – whether applicant has passed or failed the test.

DEBRIEF – applicant on their performance.

In Car Introduction

From the time that you are seated in the testing vehicle, you should always attempt to put the applicant at ease. This may be in the way of a short conversation of reassurance.

As a testing officer you are required to give a full explanation as to how the test will be conducted, and what instructions will be given. This must include something like the following statement.

“We will be going for a short drive. I will be giving you directions when to turn.

We will be doing two manoeuvres, a kerb side stop, and

(state as per course sheet; a reverse park / three-point turn / angle park). If you have any questions please ask now, if you are not sure during the test what I have said, please ask for clarification”. Are you ready to commence driving?

The Authority has no objection to driving instructors, or other licensed persons who have accompanied applicants, being present during debriefing. However, a situation of confrontation is not to be permitted to develop between the testing officer and driving instructors. The Authority will not condone a third person intervening in the relationship between the test applicant and the testing officer. In cases where the applicant desires a third person to be present during the debriefing, such person should be informed that there is no objection to their presence provided they do not attempt to debate the reasons for failure with the testing officer.

In the event of a dispute arising, the matter should be referred immediately to the Customer Service Centre Manager.

Any disputes that are of a technical nature must be referred to Driver Testing Support or the Manager, Driver Testing Section.

General Security

The information contained on driving test **'Course Sheets'** is privileged. Access to the course sheets is **not** permitted to any unauthorised person, even under the 'Government Information (Public Access) Act 2009' legislation.

Copying of Driving Test Course Sheets

Only Driver Testing Compliance Officers, and persons authorised by the Manager Customer Education, are permitted to copy or alter Driving Test course sheets. **NO** registry staff member is permitted to alter or copy Driving Test course sheets, unless specifically directed to by the Driver Testing Manager or his delegate.

Part B

Low Risk Driving

B

Confidentiality

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Introduction

Crash Avoidance Space, or CAS, is the key concept behind low risk driving and most of the assessments in the driving test.

What is CAS?

Simply stated, CAS is the space around the vehicle that is required to avoid, or reduce the risk of a crash occurring. The driving test assesses the applicant's ability to create, maintain, protect and manage their CAS. It also assesses their ability to estimate the CAS requirements of other drivers and how they might impact upon it through the decisions they make.

Applying CAS to the front (Speed management)

CAS to the front of the vehicle has two components; reaction time and braking distance.

The average reaction time to a hazard is about 1.5 seconds. This is the time it takes from when the driver recognises the hazard to the point of taking action (Setting up, buffering etc.). The distance that the vehicle travels during those 1.5 seconds depends on its speed.

Braking distance is variable depending on vehicle type, road surface etc. As a general guide, braking distance for any speed is equivalent to the distance traveled in 1.5 seconds at that speed. However, it is important to remember that this is only a guide and the variables are endless.

Crash avoidance space to the front is therefore 3 seconds in good conditions.

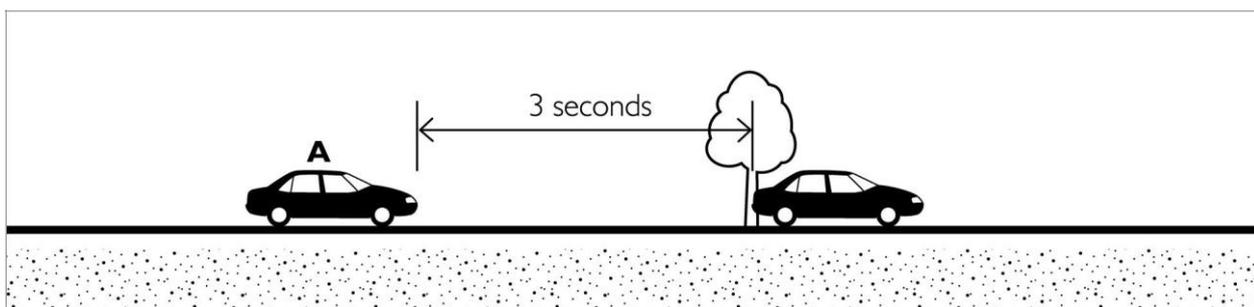
Estimating CAS from a moving vehicle requires a simple method of measuring these distances. Therefore, CAS is measured as travel time in seconds.

Following Distance

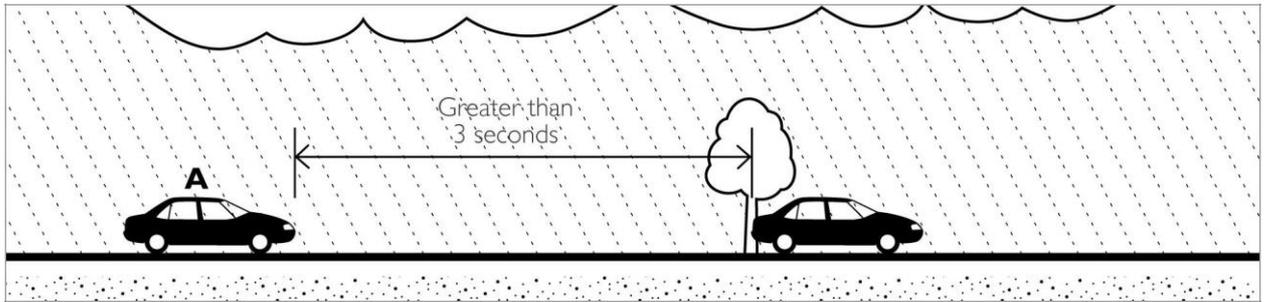
When following another vehicle there is always the possibility that it will stop quickly for a hazard. It could even stop instantly if it is involved in a crash. A three second gap is therefore, essential when driving in same direction traffic.

Following distance is checked by counting one-thousand-and-one, one-thousand-and-two, one-thousand-and-three after the vehicle in front has passed a fixed object (parked car, pole, shadow).

Following distance is assessed under "Speed Management"

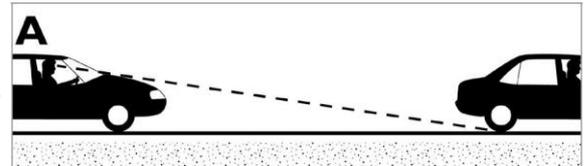


Following distance is increased in adverse conditions.



CAS when stopped

When stopped behind another vehicle it is important to leave CAS between both vehicles. Generally about one to two car length back from the vehicle in front is appropriate. This technique reduces the risk of being shunted into the vehicle in front and also the possibility of a crash due to the vehicle in front rolling back.



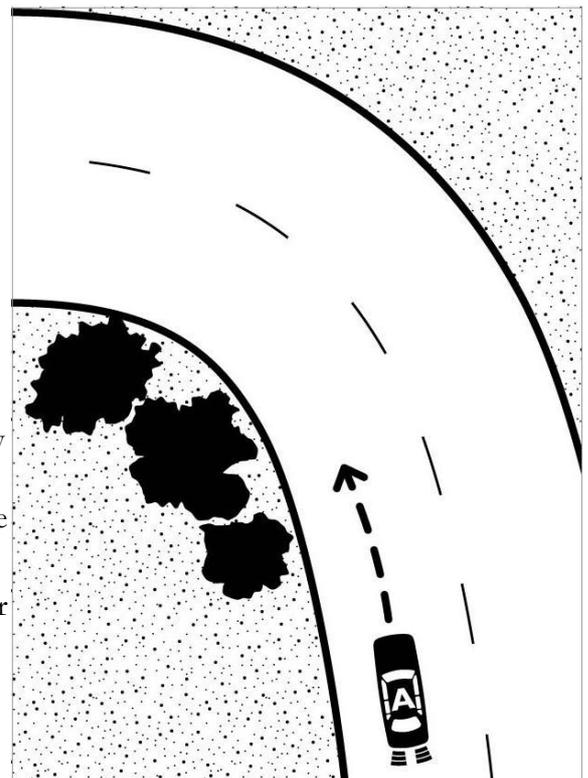
The **minimum space** between vehicles stopped in traffic is measured by the line of sight from the driver to the rear wheels of the vehicle in front.

Vision

Essential to applying CAS to the front is vision. The driver must be able to see at least 5 seconds ahead, so that potential hazards can be identified, the CAS estimated and appropriate action taken.

5 seconds vision is often lost on crests and curves but it can also be lost in busy environments where the driver may have a clear line of sight but there is simply too much to be seen. Unless ALL potential hazards can be observed over the next 5 seconds of travel time then the driver is going too fast.

Maintaining 5 seconds of clear vision is assessed under “Speed Management”.



Slow down if less than 5 seconds clear vision.

Reducing speed

Reducing speed reduces the amount of CAS required. In busy environments where there is an increased likelihood of hazards entering the vehicle’s path, speed reduction is essential to minimise the risk of a crash.

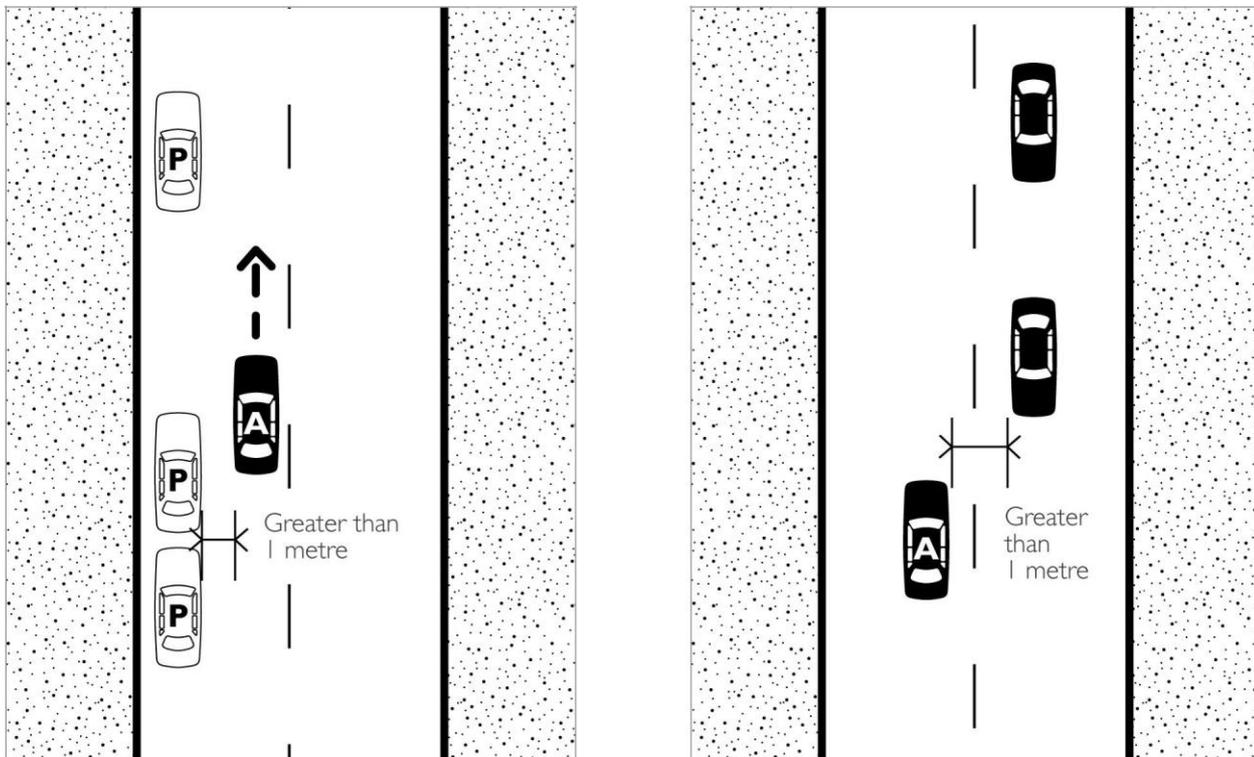
Applying CAS to the sides (Road positioning)

Buffering

'Buffering' refers to the technique of using the available space to the sides of the vehicle to reduce the risk of a crash. 'Buffering' is a very simple concept. Essentially it means moving away from hazards.

'Buffering' includes, but is not limited to:

- Keeping at least one metre from parked vehicles when passing to allow for doors to open.
- Moving to the right of the carriageway or changing to the right lane when passing hazards on the left hand side such as entering vehicles, cyclists, pedestrians and animals.
- Keeping at least one metres from oncoming vehicles.
- Using the left or 2nd lane rather than the right lane to reduce the risk from oncoming traffic.
- Moving to the left of the carriage way when approaching crests and curves.

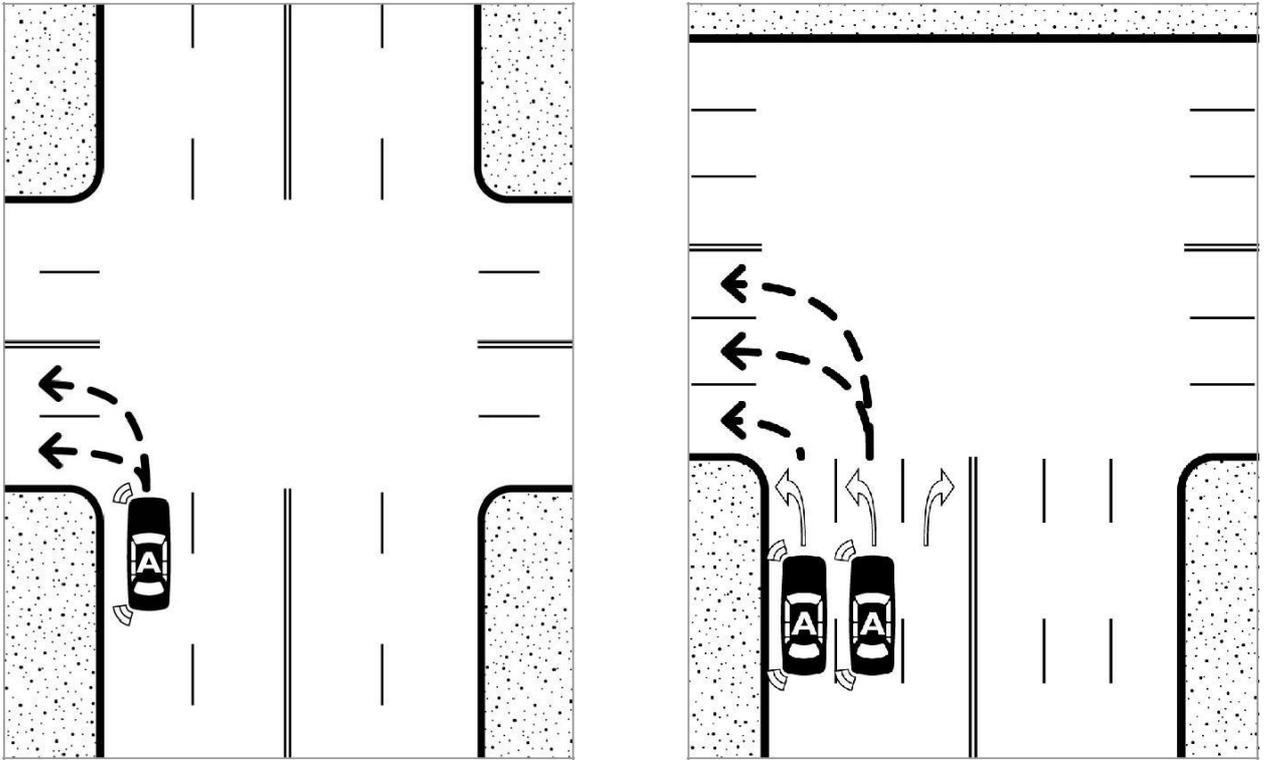


Applying CAS at intersections (Decision)

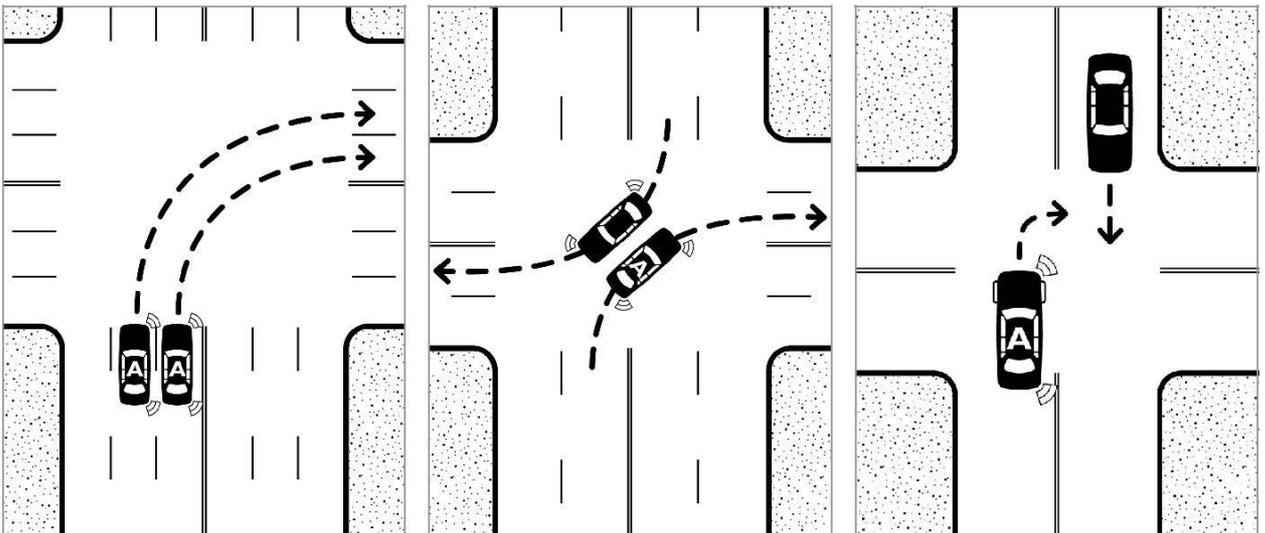
Making Turns

When approaching a turn it is important that the vehicle does not impact on the CAS of others. This means that the vehicle must be kept within set boundaries on approach and during the turn.

CAS at intersection is assessed under 'position'.



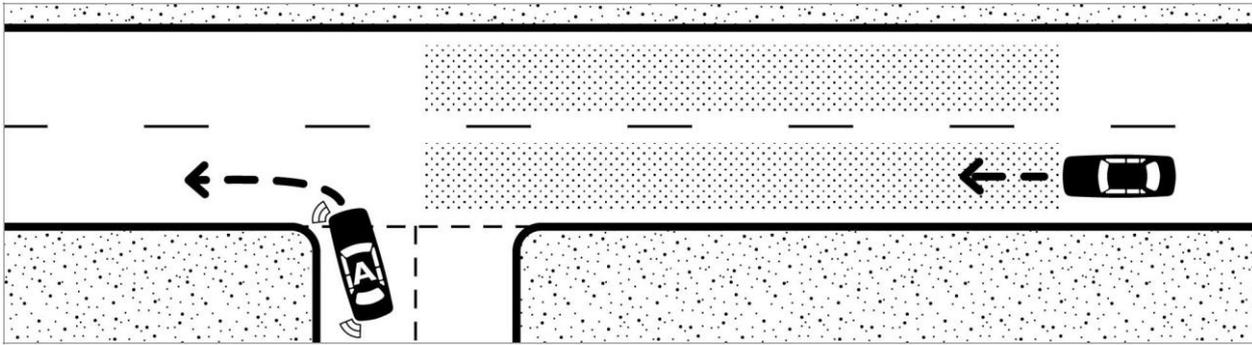
Left turn boundaries. Approach must be made as far left as practical on unmarked roads, from the left lane or any turn lanes marked with arrows.



Right turn boundaries: Approach must be made as close to the centre line (real or imaginary) as practical on unmarked and single lane roads and from the right lane and any turn lanes marked with right turn arrows on multi-laned roads. When turning right, steer to the right of an imaginary centre of the intersection. This allows vehicles opposite you to also turn right. As you exit you must keep to the left of the centre of the road. Wheels of the vehicle must be kept straight while waiting to turn right across traffic, to avoid being shunted into the CAS of oncoming traffic.

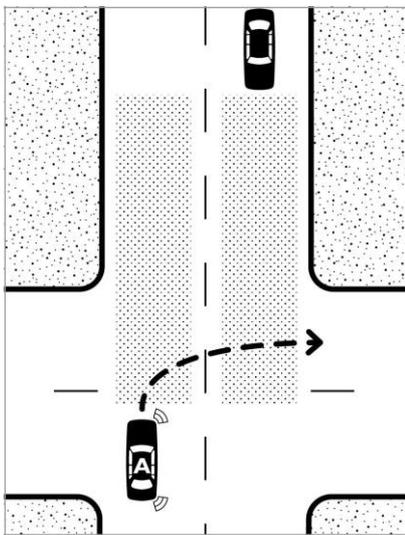
Making Decisions

Decisions to enter or cross a traffic stream require the driver to assess the CAS of other drivers. Safe 'decisions' will not impact on the CAS of other drivers.



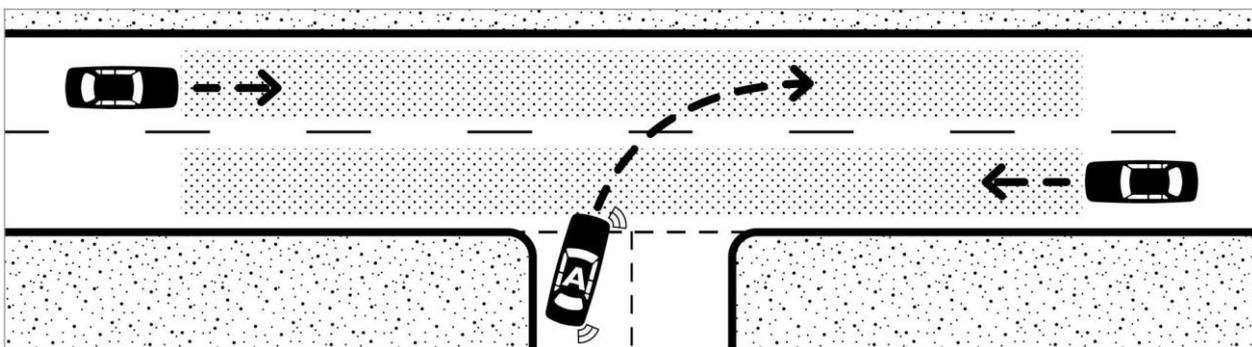
Entering the traffic stream:

Allow 3 seconds CAS for other vehicle, and a further 3 to 4 seconds to reach traffic speed.



Crossing the traffic stream:

Allow 3 seconds CAS for other vehicle, and a further 1 to 2 seconds to clear the intersection.



Combination – crossing and entering the traffic stream:

⇒ **Note: The above diagrams are not to scale and do not indicate actual gaps.**

Responding when hazards can enter your CAS (Hazard and response)

Setting Up

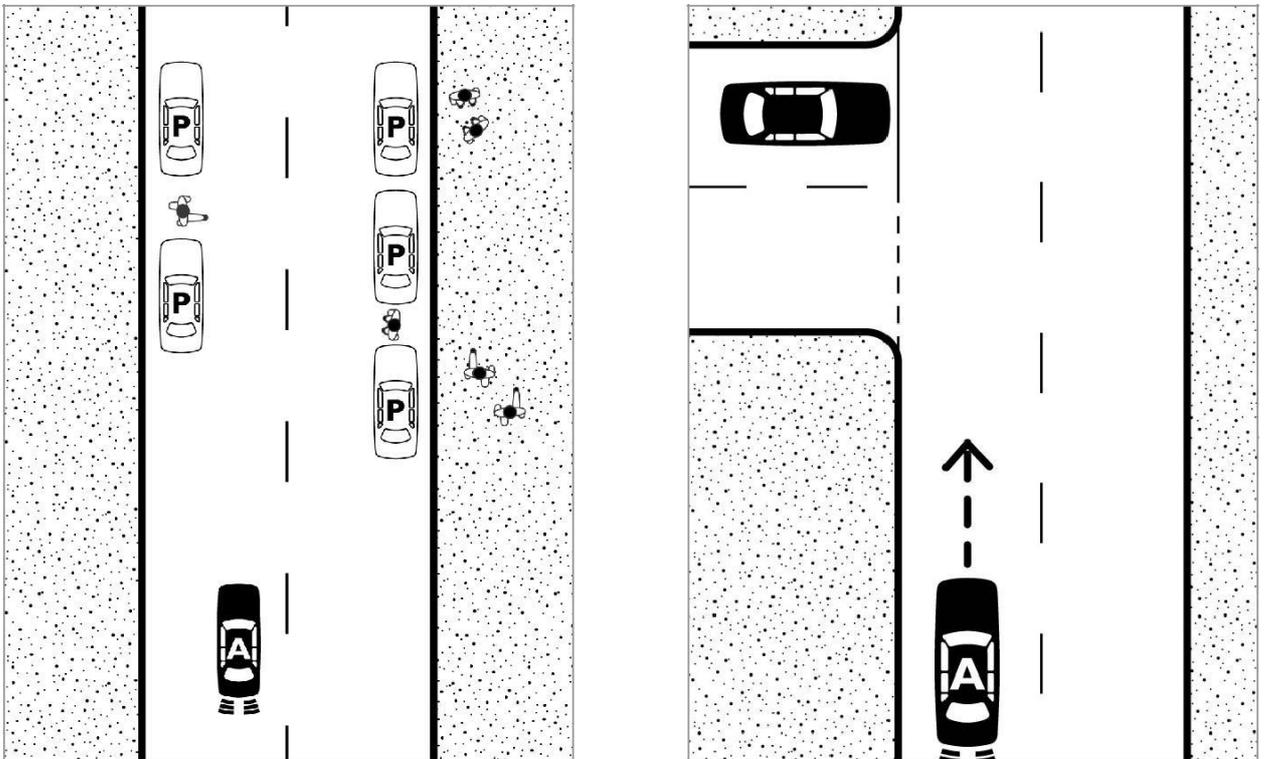
“Setting Up” means the right foot is off the accelerator and light pressure is being applied to the brake pedal. By “Setting Up” the driver is able to protect the CAS and minimize the risk of a crash. The advantage of “Setting Up” is that the ‘reaction’ component of CAS can be greatly reduced; increasing the chances of stopping if the hazard blocks the vehicles path.

“Setting Up” is used in any situation where a hazard may enter the path of the vehicle. Hazards include pedestrians, cyclists, animals and vehicles that are present and have the capability of entering the CAS.

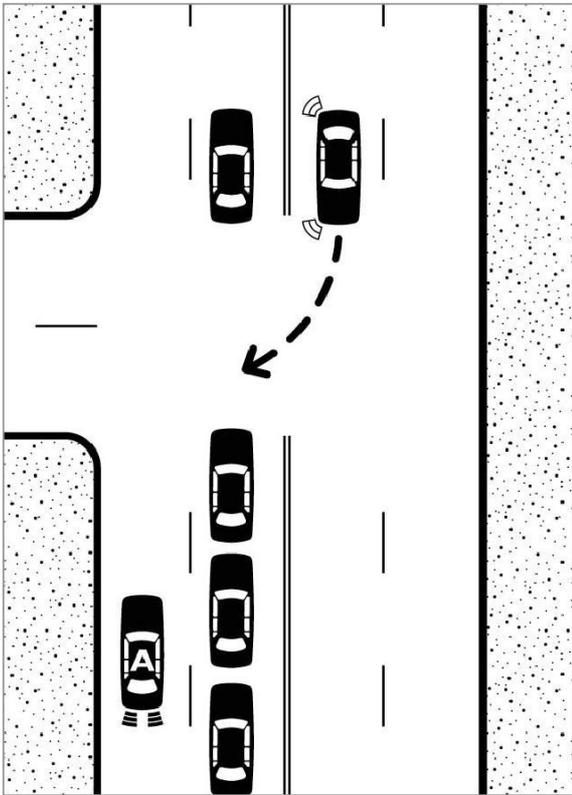
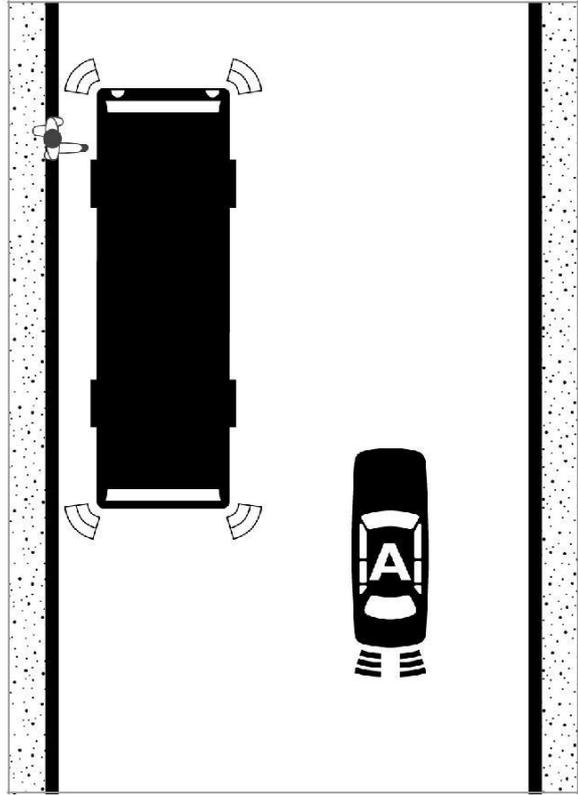
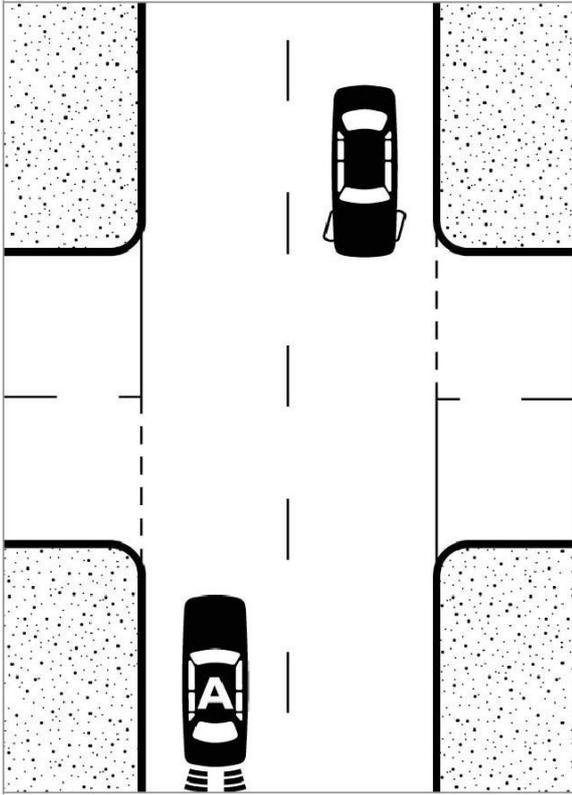
The same 3 second measurement of CAS applies, only now it is measured from the potential hazard. In other words the brake should be “Set Up” for a hazard at least 3 seconds before the hazard is reached and should be kept “Set Up” until there is no further risk from the hazard.

‘Setting up’ is assessed under ‘hazard and response’.

Examples of hazards that require ‘set up’ to be used.



More examples of hazards that require 'set up' to be used.



Part C

C

Assessment Procedure

Intent of Assessments

The intent of Assessments is to record the applicant's ability to respond to various traffic situations as they occur.

Speed management (S)

Speed Management assesses the driver's use of space to the front in events that are relatively constant on the test course.

Assessment context:

- Driving with traffic in the same direction.
- Stopping behind other vehicles.
- Locations with limited vision such as crests, curves, dips and corners.
- Situations with reduced vision, such as; smoke, rain and fog.
- Situations where space to the sides is reduced.
- Varying road surface conditions such as wet or gravel surfaces and speed humps.

Key assessments:

1. Maintains space to the front.
2. Reduces speed.
3. Maintains traffic flow.

Behaviour:

The driver demonstrates the ability to manage speed by the following actions. Specifically the driver:

1. Maintains space to the front

Logbook 28. Guide 9-10. RUH 64-65. RR 126.

- 1.1. A three second following distance is maintained from the vehicle in front in good conditions (diagrams 1).

Following distance is greater than three seconds in poor conditions, (diagram 2).

- a) After moving off from a stationary position, lane changing, merging manoeuvres or having another vehicle move into their crash avoidance space to the front, applicants are to actively re-establish their following distance. Actively re-establish means that the space is progressively increasing by whatever means. In some traffic situations it may take a significant amount of time before sufficient crash avoidance space is achieved.

⇒ Note. Refer *Fail Item 18 – Failing to maintain a safe following distance*

- 1.2. Crash avoidance space is maintained when stationary behind another vehicle.
- a) The driver maintains one to two car lengths (the length of the car you are in) from the vehicle in front. The driver must be able to clearly see the tyres of the vehicle in front touching the ground, (diagram 3). The driver may move forward to be within one metre of the vehicle in front if risk of rear-end collision is reduced (e.g. a vehicle has stopped behind them or they are able to fully enter a turning bay). There is no maximum distance back from the vehicle in front.
 - b) When required the driver stops far enough back for a vehicle in front to reverse into a parking space.

2. Reduces speed

Logbook 28. Guide 6, 10, 11. RUH 62. RR 297 (2).

- 2.1. Reduces speed when vision is limited, (diagrams 4 and 5).
- a) Limited vision includes:
 1. A crest, with less than three seconds clear vision of the road surface ahead
 2. A curve, with less than five seconds vision of the oncoming lane.
 - b) As the identification of a vision situation is based on an estimate by the testing officer, benefit of the doubt must go to the applicant. Circle is scored only if the applicant clearly has less than five seconds of clear vision and hasn't reduced speed. If the applicant already has five seconds of clear vision, a speed reduction is NOT required.
- 2.2. Reduces speed when it is necessary to drive closer than one metre from other vehicles or other hazards, (e.g. driving between parked cars and oncoming cars on a narrow road, diagram 6).
- a) If it is possible to buffer the other vehicle or hazard it should be scored under *Road positioning*
 - b) Applicants are not expected to cross lane lines to buffer.
- 2.3. Reduces speed for traffic calming devices (e.g. speed humps, dips, chicanes, etc), so not to cause any undue jolt or sideways roll of the vehicle. 'Jolt' will vary depending on size and style of vehicle.
- ⇒ Note: *Speed management* and *Road positioning* are scored separately, therefore it is possible to score a circle for both for the one event (e.g. a reduction of speed was required due to limited vision or a traffic calming device and a buffer was also required, for example not slowing down over a blind crest and not buffering oncoming traffic).

3. Maintains traffic flow

Logbook 28. Guide 9, 30. RUH 62, 74-78. RR Part 3.

- 3.1. Drives at a speed within 20km/h of the posted speed limit, where traffic, weather and road conditions permit. Not assessed in 50km/h (or lower) residential, back streets or unsealed roads.
 - a) Narrow roads, numerous parked cars, high levels of pedestrian activity or limited vision are examples of road conditions that would not permit a speed with 20km/h of the posted speed limit.
- 3.2. When traffic or weather conditions don't allow speeds within 20 km/h of the speed limit, the applicant drives at a speed throughout the zone that is consistent with prevailing traffic and weather conditions.
- 3.3. Drives at a speed appropriate for a curve or turn, so not to cause any undue sideways roll of the vehicle.
- 3.4. Drives within the legal speed limit and in accordance with licence conditions.
- 3.5. Drives within 20 km/h of the speed limit of their licence on roads sign posted above 80 km/h (the learner licence speed limit is 90kph).

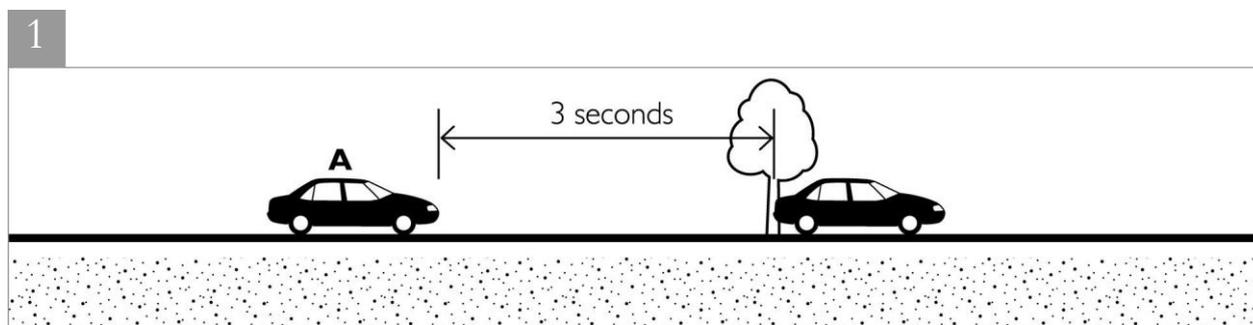
⇒ Notes.

1. Refer *Fail Item 5 – Exceeding the speed limit*
2. If *Fail Item 9 – Failing to exercise due care to avoid an accident* is used score 'circle' for *Speed management*

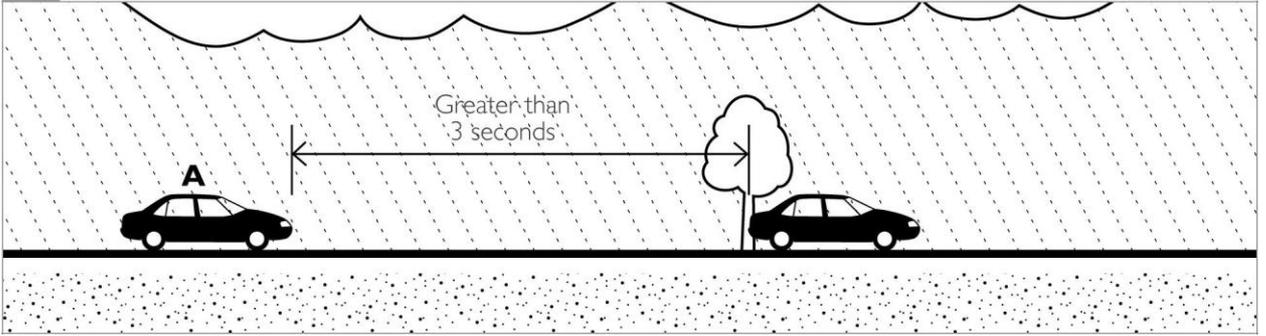
Scoring:

- a Place a tick in the S column if the applicant performs the appropriate *Speed management* techniques when required.
- O Place a circle in the S column if the applicant does not perform any one of the *Speed management* techniques when required.

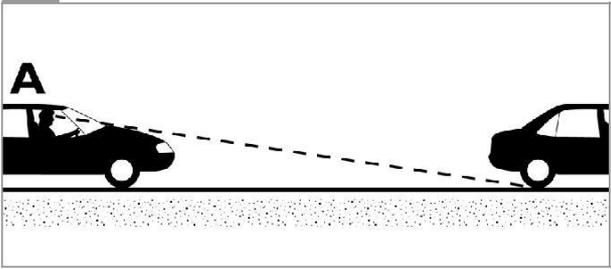
Diagrams:



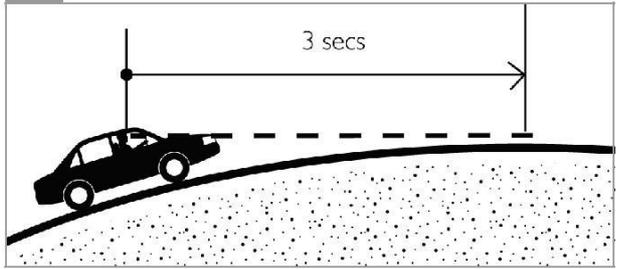
2



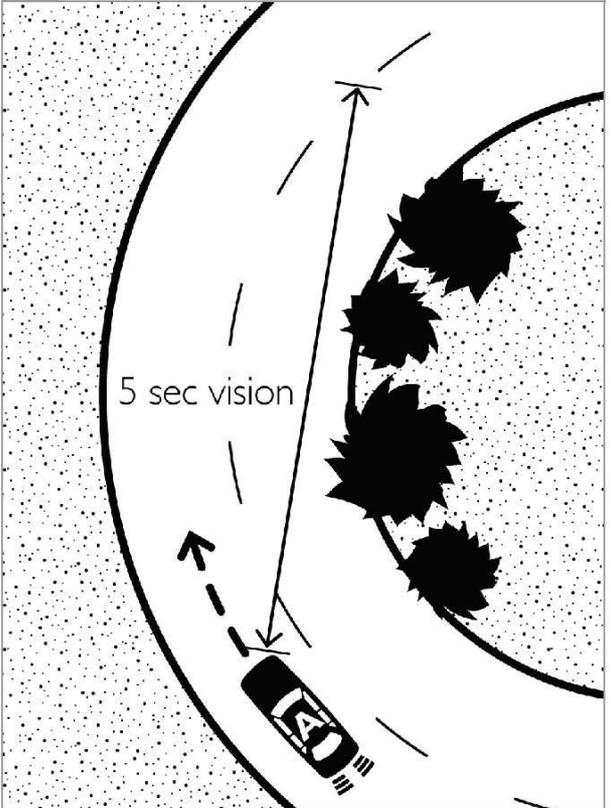
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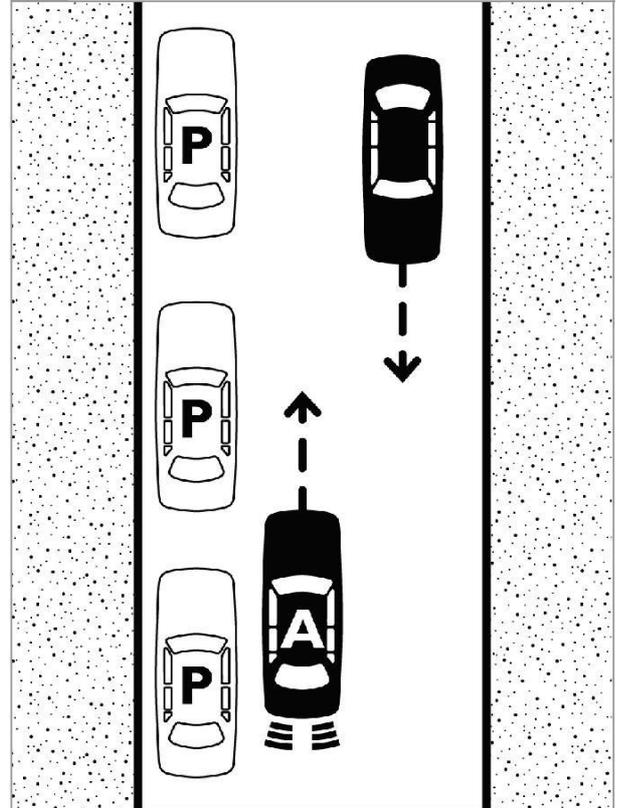
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6



Road positioning (P)

Road positioning assesses the driver's use of space to the sides of the vehicle (buffering) in events that are relatively constant on the test course.

Assessment Context:

- Driving next to other vehicles, pedestrians or other hazards.
- Driving towards oncoming vehicles.
- Curves and crests with limited vision.
- Intersections.
- Manoeuvres including three point turn, kerb side stop and parking.

Key assessment:

1. Buffering.
2. Intersections.
3. Manoeuvres.

Behaviour:

The driver demonstrates the ability to position the vehicle by selecting a safe and legal path of travel appropriate to the situation. Specifically the driver:

1. Buffering

Logbook 29. Guide 12. RUH 63.

- 1.1. Selects a safe and legal road position within the main carriageway.
 - a) Gradual movements across the road or within the lane for buffering are acceptable.
 - b) The main carriageway is considered to be the part of the road where the majority of vehicles travel.
- 1.2. Maintains at least one metre from oncoming vehicles, parked vehicles or other hazards when possible, (diagrams 1 and 2).
 - a) Distance from oncoming vehicles excludes mirrors
 - b) Buffering from parked and oncoming vehicles applies where it is possible to do so. If it is possible to buffer and the applicant does not then score 'circle' under position. If it is not possible to buffer due to lack of space the applicant is expected to slow down and should be scored under Speed management.
 - c) Applicants are not expected to cross lane lines to buffer.
 - d) *Speed management* and *Road positioning* are scored separately, therefore it is possible to score a circle for both for the one event (e.g. a reduction of speed was required due to limited vision or a traffic calming device and a buffer was also required, for example not slowing down over a blind crest and not buffering oncoming traffic).
- 1.3. Where possible maintains at least one metre from the marked centreline on blind crests and blind curves. On blind crests and blind curves without a marked centreline, where possible positions the vehicle away from any potential oncoming traffic, (see 1.2. above).

- 1.4. Actively avoids driving in the 'high risk area' next to a vehicle travelling in the same direction in an adjacent lane.
- Actively avoids driving the 'high risk area' means, dropping back or moving past the other vehicle wherever possible. In heavy or slow moving traffic driving beside another vehicle may be unavoidable and in these situations the applicant is not to be penalised.
 - The 'high risk area' is defined as the area between the front row of seats and the rear bumper bar of the other vehicle (diagram 3).
 - This assessment applies to the 'high risk area' of all vehicle types (car, trucks, etc).

2. Intersections

Logbook 22, 24-25. Guide 12-16. RUH 90-93, 103. RR Part 4.

- 2.1. Approaches left turns as close as practical to; (refer RR 26 – 29)
- The left side of the road (diagram 4),
 - The left lane on laned roads (diagram 5),
 - And completely within any marked turn lane(s) (diagram 6).
- 2.2. Approaches right turns as close as practical to: (refer RR 30-33).
- The centre line of the road or the centre of the road where there is no centre line (diagram 7).
 - The right side of the road for one way streets.
 - The right lane on multi lane roads.
 - Or completely within marked turn lane(s) (diagram 6).
 - Keeps to the right of an imaginary centre of the intersection when turning right (diagram 7).
 - Where practical, keeps the vehicle pointing straight ahead when waiting to turn right. At a change of zone, score this in the 'old' zone.
 - Where practical, keeps the wheels of the vehicle pointing straight ahead when waiting to turn right from a priority road (diagram 13) (excludes turning right at a modified T intersection, diagram 15). At a change of zone, score this in the 'old' zone.
- 2.3. Exits turns:
- Within marked lanes, or within a lane corresponding to road markings. (diagrams 5, 6 & 8). At a change of zone, score this in the 'new' zone.
 - To the left of the centre line or left of centre on an unmarked road where practical. (diagrams 4 & 7). At a change of zone, score this in the 'new' zone.
 - Must exit a roundabout in the correct lane (including single laned roundabouts with multi-lanes on exit). Left turns at roundabouts must exit into the left lane where practical, right turns at roundabouts must exit into the right lane where practical, and when going straight ahead at a roundabout, must finish in the lane corresponding to the entry lane. Not keeping within lanes is a *Position* error, and fail only applies if a solid line (continuous) is crossed while in or exiting the roundabout). At a change of zone, score this in the 'new' zone.

3. Manoeuvres

Logbook 16, 23. Guide 17-19 29, 32. RUH 94, 134-137. RR Part 12.

- 3.1. Parks at the required angle (exclude start of three point turn).
 - a) Required angle means parallel to the kerb for kerb-side stop and reverse parallel park. In accordance with signs / lines for angle parking (45° and 90°). A maximum variance of 100mm between the front and rear wheels is permitted for the parallel park (diagram 14).
 - b) Requires a correctly angled parked car with a clear adjacent space (applicant is to park on the approach side of the exercise vehicle).
- 3.2. Final park position is not to obstruct passing vehicles (within 500mm or less from the kerb) (diagrams 9 & 10).
 - a) The front / rear of an angle parked vehicle may extend over the kerb without penalty.
- 3.3. Final park position is between one and two metres from vehicles in front or to the side when not in marked lines (diagrams 11 & 12). (refer RR 334).
 - a) Distance requirement between vehicles does not apply if the applicant has parked within marked lines.
 - b) Distance from a parked vehicle excludes mirrors.
- 3.4. Parks within marked lines where practical.
- 3.5. Parks / manoeuvres without tyres hitting the kerb face. Includes angle parked vehicles and reversing after the manoeuvre. Light touching / brushing of the kerb is allowed.
- 3.6. Parks / manoeuvres without utilising a driveway
 - a) If a driveway is used score 'circle' for *Position*, but a *Fail* is not recorded.

⇒ Note. Refer:

Fail Item 17 – Not parking to the required standard Fail

Item 3 – Colliding with a vehicle, pedestrian or object

4. Common criteria, applies to all Road Positioning assessments.

4.1. Positions the vehicle in accordance with legal requirements.

For example, stopped position at stop lines, lane choice, road positioning, etc.

- a. A signal is only required when buffering if a lane line or marked centre line needs to be crossed in the process, or the car diverges more than one car width (of the car you are in). Signal errors are scored under *Controls* (C). Blocking an intersection refer Fail Item 1.10
- b. On an unmarked road the driver keeps left of centre unless buffering from hazards.
- c. When the manoeuvre is abandoned, *Control* (C) is scored as a circle and *Road positioning* (P) is scored on the final position.
- d. Where there is a 'Stop Sign' but no 'Stop Line' (or unclearly marked line), assume an imaginary line extending from the kerb edge of the intersecting street.
- e. Where there is a 'Stop Line' but the 'Stop Sign' has been temporarily removed, the *Position* criteria still applies.

⇒ Note. Refer

Fail Item 1 – Disobeying traffic signs, signals or road markings

Fail Item 4 – Performing an illegal act or manoeuvre

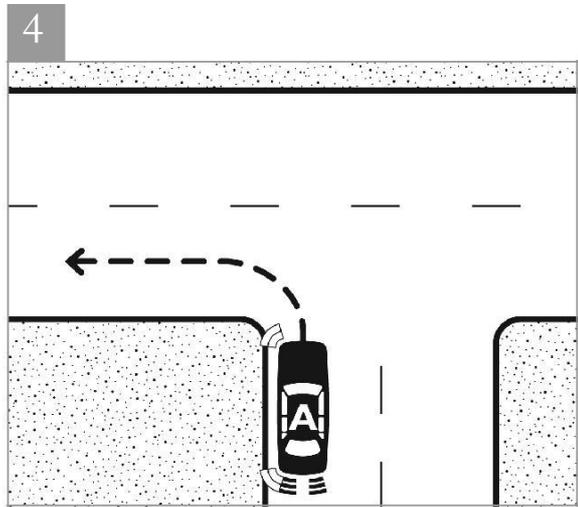
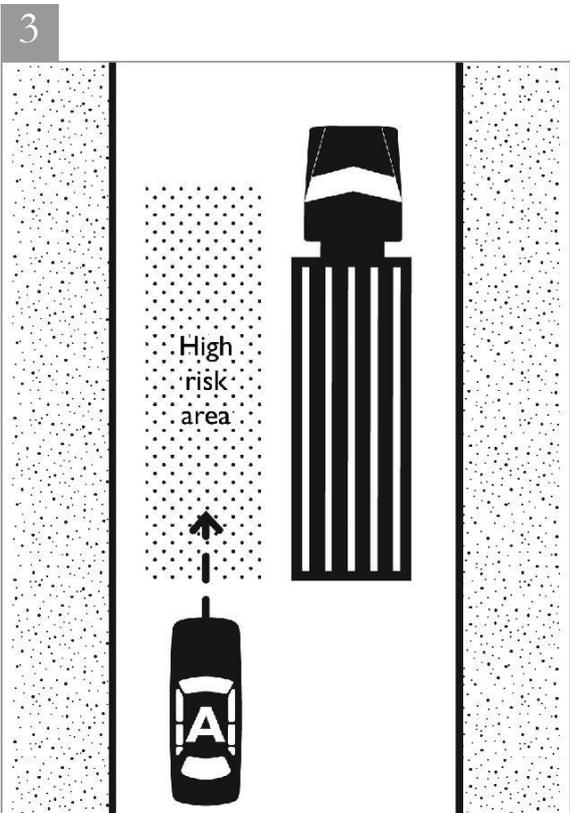
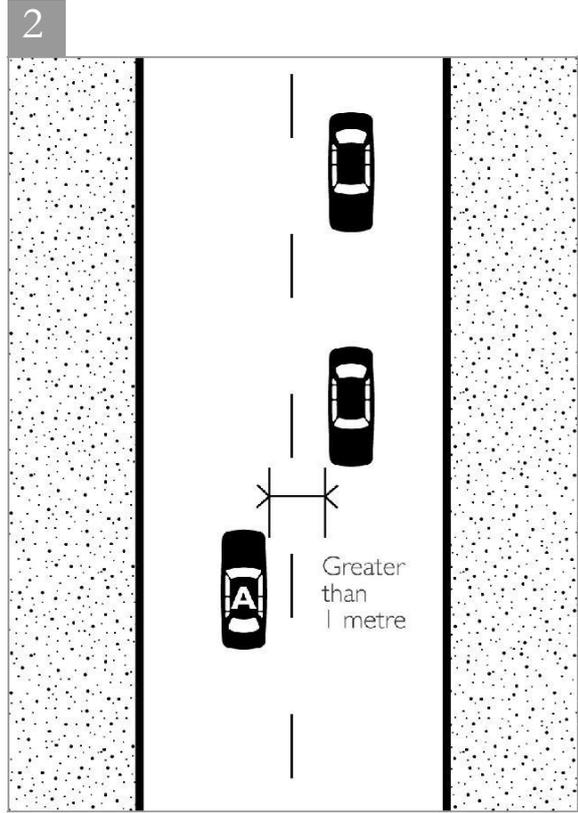
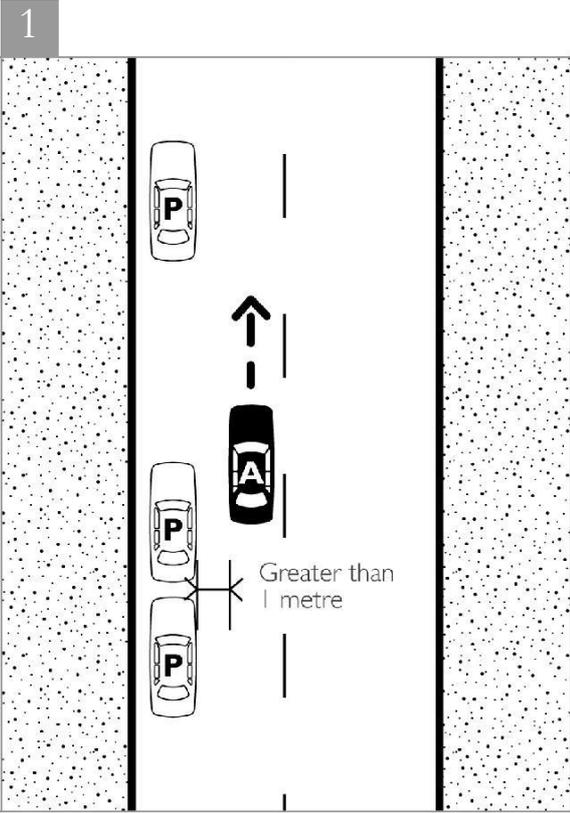
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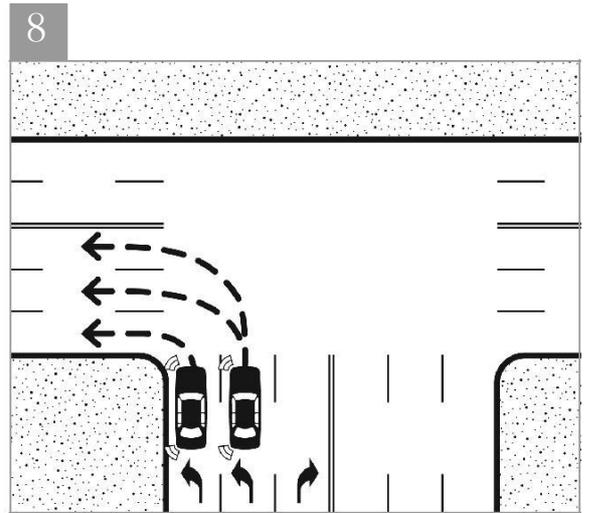
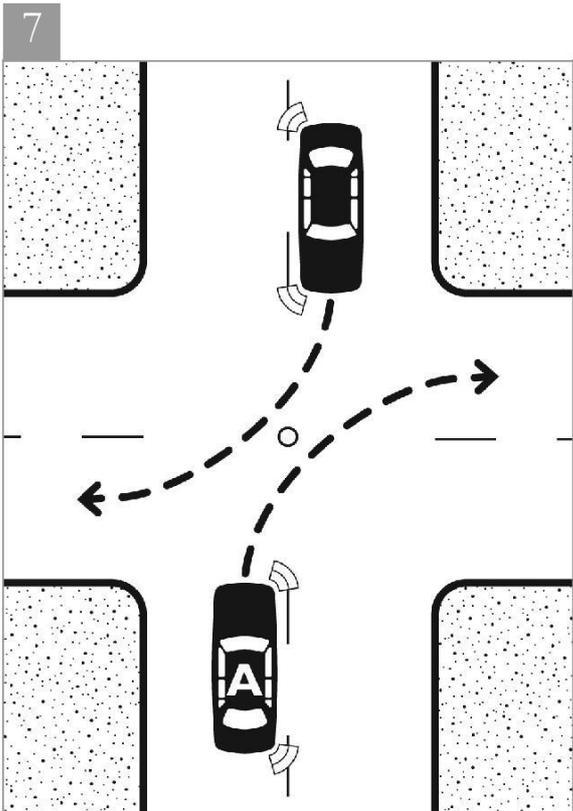
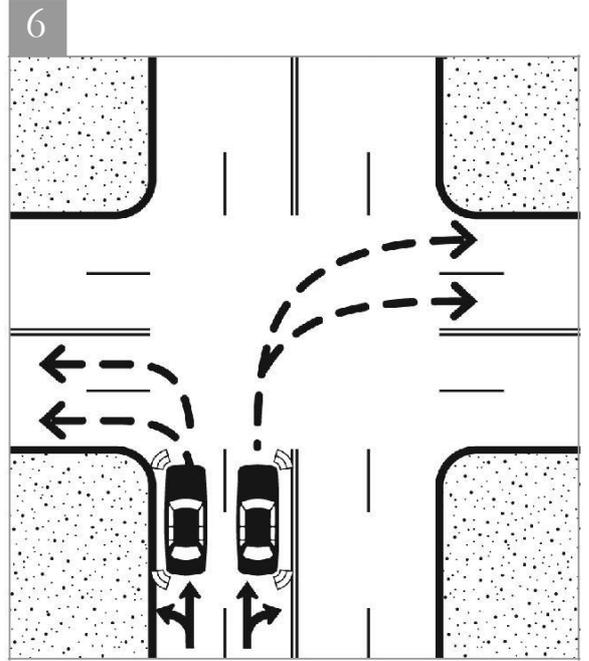
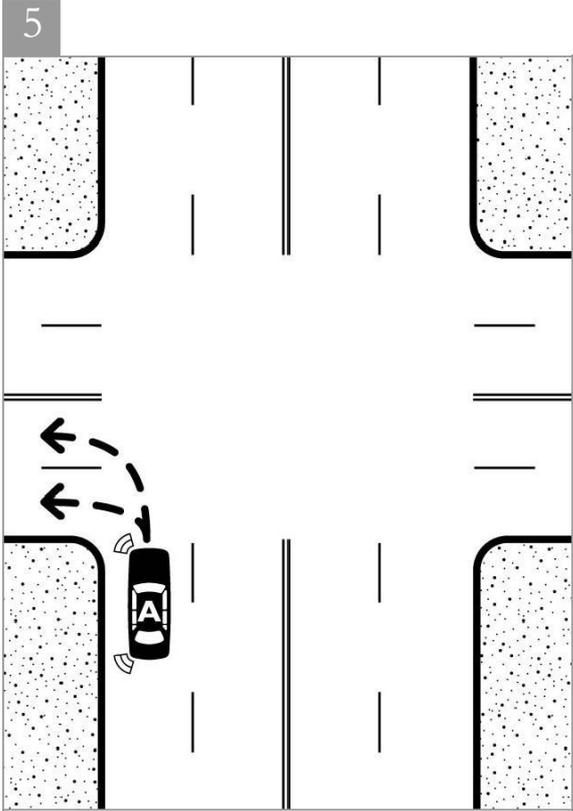
a Place a tick in the P column if the applicant performs the appropriate *Road positioning* techniques when required.

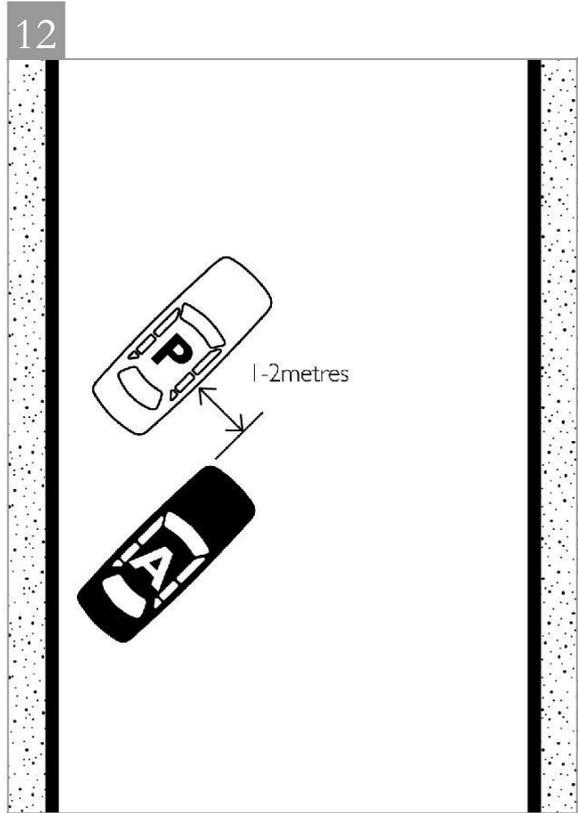
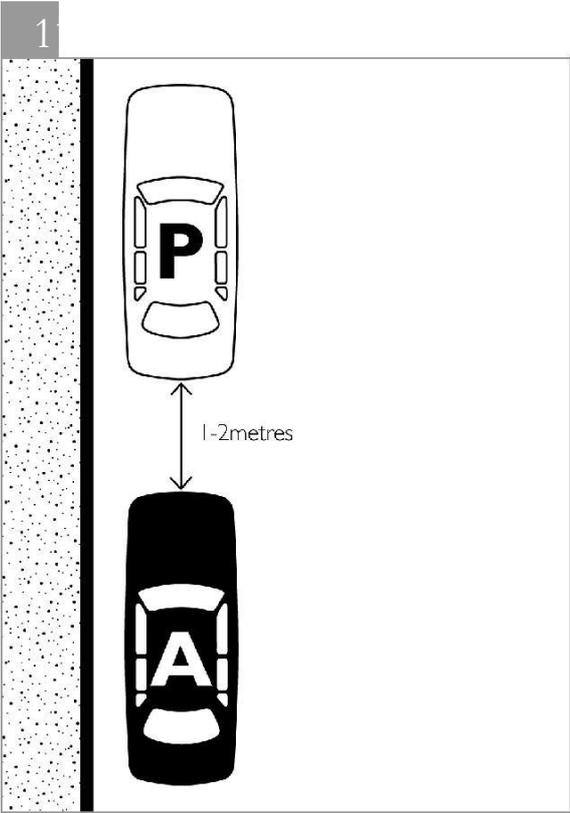
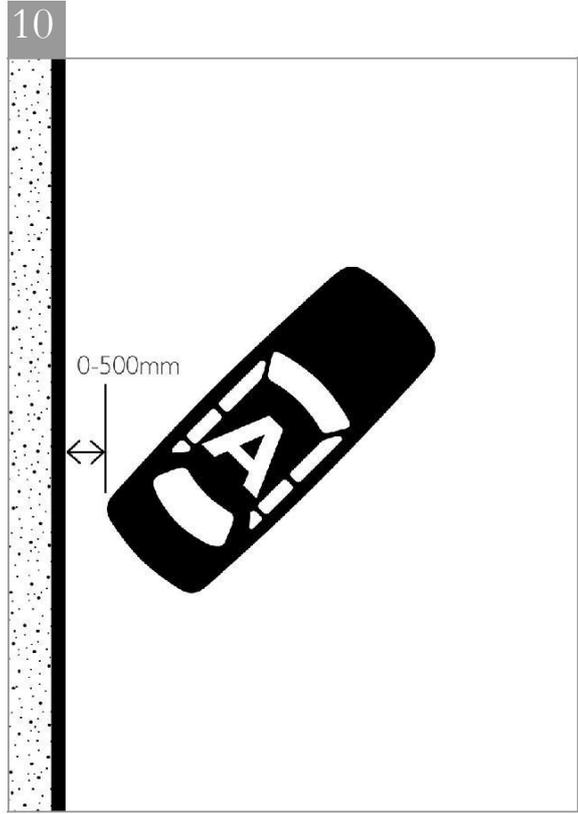
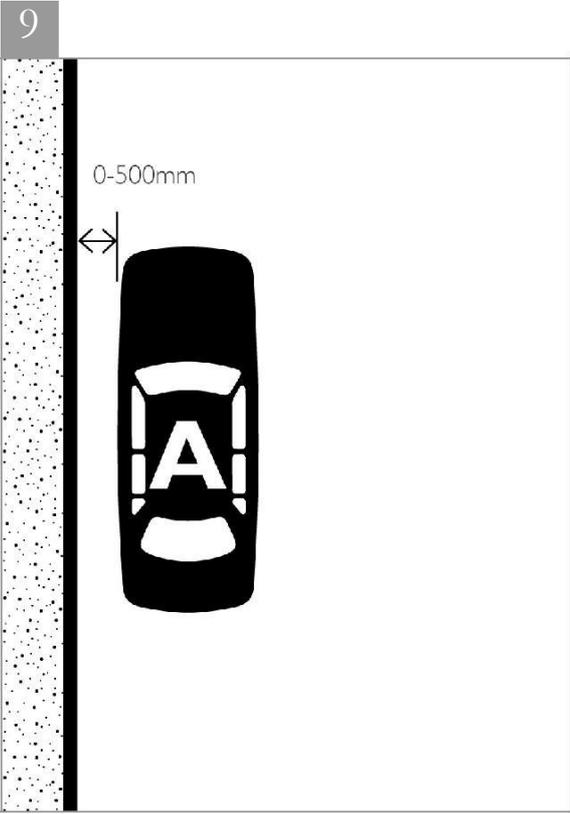
o Place a circle in the P column if the applicant does not perform any one of the *Road positioning* techniques when required.

⇒ Note: When an intersection is scored at the change of zones, the approach is scored in the ending zone and exit is scored in the new zone.

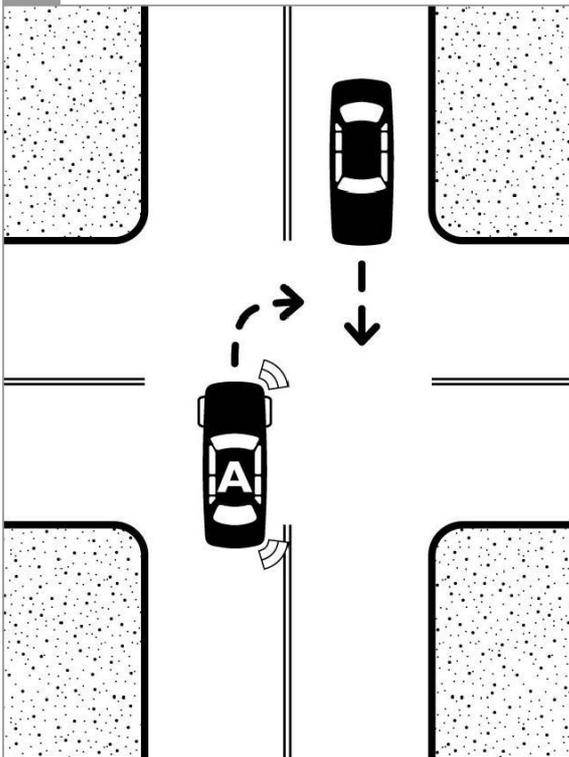
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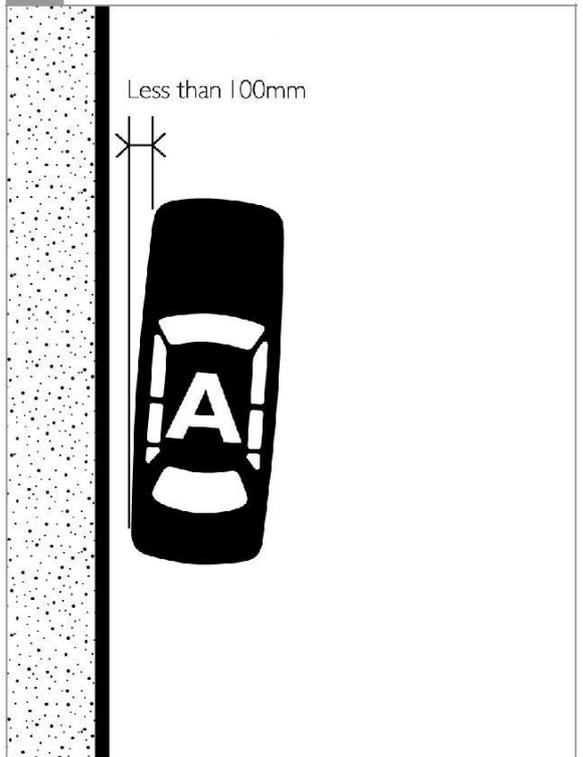




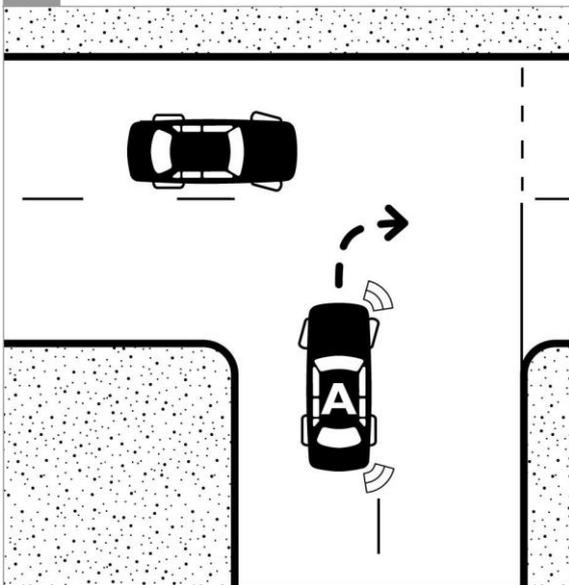
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15



Decision (D)

Decision assesses the driver's impact upon the crash avoidance space of other road users and the driver's observation skills in events that are relatively constant on the test course.

Assessment context:

- Intersections.
- Leaving the kerb.
- Changing lanes, merging and diverging.
- Turning.
- Manoeuvres.

Key assessments:

1. Joining the traffic flow.
2. Crossing the flow of traffic.
3. Observation checks (head check).

Behaviour:

The driver demonstrates the ability to select a safe and legal gap appropriate to the situation, and which does not impact on pedestrians or other vehicles. Specifically:

1. Joining the traffic flow (lane changing, merging, diverging, when entering roundabouts and manoeuvring)

Logbook 30-31. Guide 20-21, 29,32. RUH 83-88, 95-97, 121. RR Part 7 &11.

- 1.1. When entering a traffic stream (including leaving the kerb), the driver allows sufficient space to reach traffic speed while allowing the following driver to maintain their crash avoidance space without significant loss of speed or need to change position. This does not mean that the following driver will not change speed or position but, they are not forced to by the applicant's actions, (diagram 2).
 - a) Confirmation of a vehicle's intent to turn (an identifiable change in speed or position), other than indicators is required before the applicant can enter the crash avoidance space of the vehicle.
 - b) If the applicant commences moving then chooses to stop, then the *Decision* score is not affected. Unless their stopped position interferes with the traffic flow.
- 1.2. When changing lanes, merging, diverging and manoeuvring the driver adjusts the vehicle's speed to facilitate a safe manoeuvre and selects an appropriate gap to enter. This does not mean that other drivers will not change speed or position, but they are not forced to by the applicant's actions. Generally lane changing, merging and diverging manoeuvres should be performed without a significant reduction in speed.

2. Crossing the traffic flow

Logbook 30-31. Guide 20, 21, 29. RUH 83-86, 91-92. RR Part 7.

- 2.1. When crossing a traffic stream the driver clears the lane a full three seconds before any oncoming traffic reaches that point, (diagram 4)
 - a) Confirmation of a vehicle's intent to turn (an identifiable change in speed or position), other than indicators is required before the applicant can enter the crash avoidance space of the vehicle.
 - b) If the applicant commences moving then chooses to stop, then the score is not affected. Unless their stopped position interferes with the traffic flow.

3. Observation checks (errors are recorded as 'H' in the notes column)

Any combination of 3 or more observation check errors during the test, will contribute to Fail Item 19.

Logbook 16, 19, 20, 23, 25-26, 30. Guide 6-8, 16, 19, 32. RUH 62, 91, 94, 97, 121, 128, 134, 136.

- 3.1. The driver performs a blind spot head check immediately prior to leaving the kerb or joining the traffic stream or returning to the kerb.
- 3.2. The driver performs a blind spot head check immediately prior to changing lanes, merging, diverging or turning.
- 3.3. Criteria Decision 3.3 discontinued. Effective date Monday 17 March 2008.
- 3.4. The driver checks in the direction of travel prior to and whilst reversing.

⇒ Notes

 - a) The expectation is not to be constantly looking over the shoulder, it is a combination of checking behind, ahead and to the sides
 - b) An applicant is not required to turn their body and look through the rear window.
 - c) Reversing cameras and sensors may be used but not relied on solely.
 - d) If during reversing the front of the applicant's vehicle will swing into another lane or line of traffic, then a blind spot head check is required prior to the front of the vehicle swinging.
- 3.5. The driver checks left and right before moving during the three-point turn.
- 3.6. When proceeding through traffic lights after being stationary at a red light and in the front row of vehicles, the applicant turns their head to check that it is safe to proceed (this check may be preformed whilst moving, and is not negated by the presence of other vehicles). Includes proceeding at traffic lights at a pedestrian crossing, as the check is for pedestrians as well as vehicles. Also includes proceeding over a railway level crossing (controlled and uncontrolled) after stopping at the 'stop line' at the crossing.

⇒ Notes

- a) Observation errors are recorded in the NOTES column as 'H'.
- b) Multiple observations errors incurred during the kerb side stop or parking manoeuvre are recorded as one 'H' within the manoeuvre brackets, e.g. (K, H).

3. The blind spot head check only needs to be sufficient to check the blind spot, not the full rear situation. A blind spot head check does not require an extreme turning of the neck. If the driver turns their head to the point where their chin aligns with their shoulder (approx 80°-90°), the blind spot head check is to be deemed done. There is no time requirement on the check as these checks can be performed in less than one second.
4. Testing officers are not to request applicants to perform unnecessary lane changes in order to assess the applicant's performance of blind spot head checks.
5. A blind spot head check is required if;
 - a lane line or marked centre line is crossed, or
 - the car diverges more than one car width (of the car you're in).
6. If two or more observation checks are required in the zone, all must be performed correctly, separately assessed and marked.
7. A blind spot head check is only expected if a diverge is required and the situation clearly requires one, (for example blind spot head checks are not required when changing lanes immediately after a concrete median strip or parked vehicles).
8. A left blind spot head check is only expected if a left diverge is required and the situation clearly requires a left blind spot head check.
9. In a situation where two lanes merge into one ('a zipper lane') a blind spot head check of the other lane is required.
10. Criteria 1 'Joining the traffic flow...' and criteria 2 'Crossing the traffic flow' are scored in the old zone.
11. A blind spot head check is expected when turning if it is clearly possible for a car travelling in the same direction to be on the side to which the applicant is turning, (for example blind spot head checks are not required when turning immediately after a concrete median strip or parked vehicles).

4. Common criteria, applies to all Decision assessments.

- 4.1. The decision was in accordance with legal requirements (e.g. give way as required) includes; ‘giving way’ to pedestrians, buses and emergency vehicles.
- 4.2. The driver demonstrates caution when making decisions in situations with limited vision.

⇒ Note. Refer

Fail Item 2 – Failing to give way when necessary

Scoring:



Place a tick in the D column if the applicant makes an appropriate *Decision* when required.



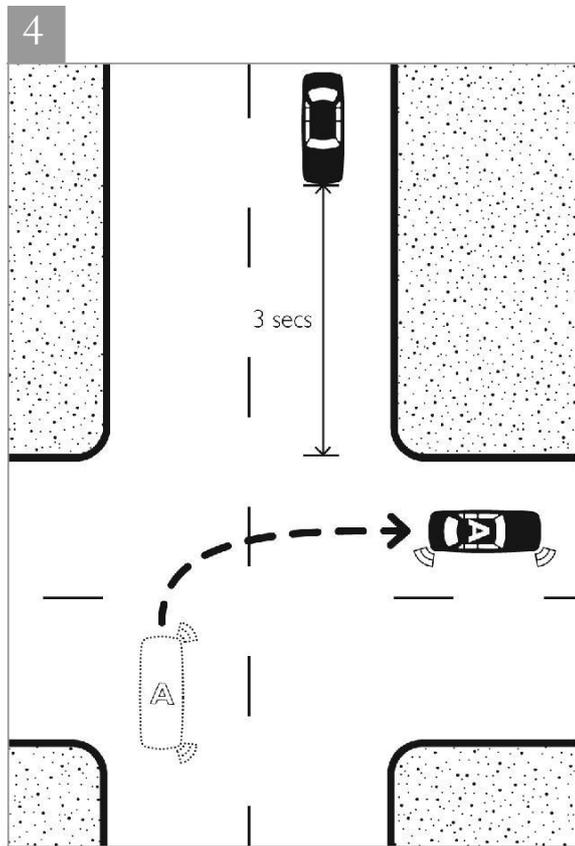
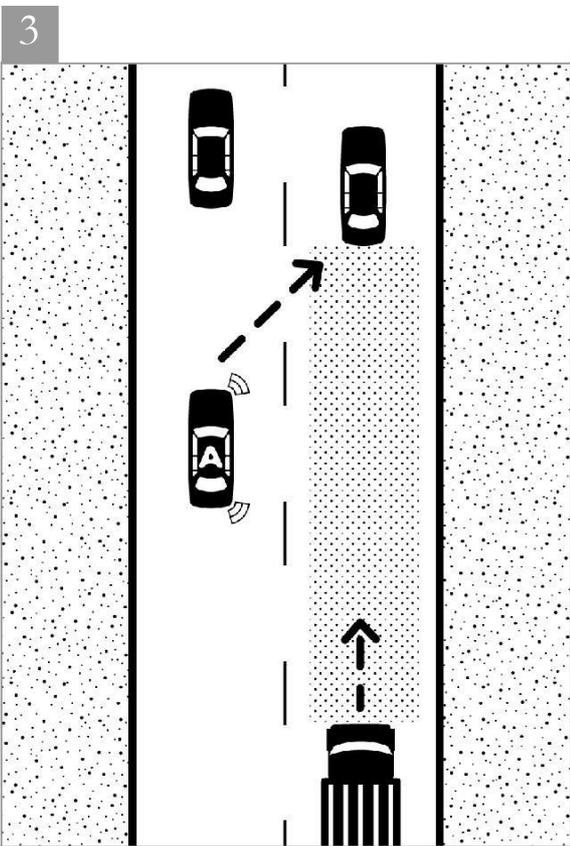
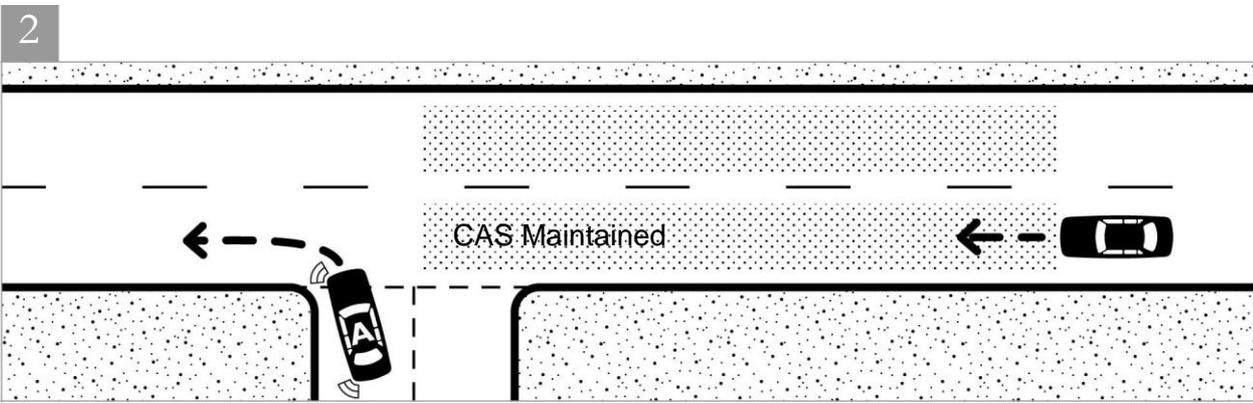
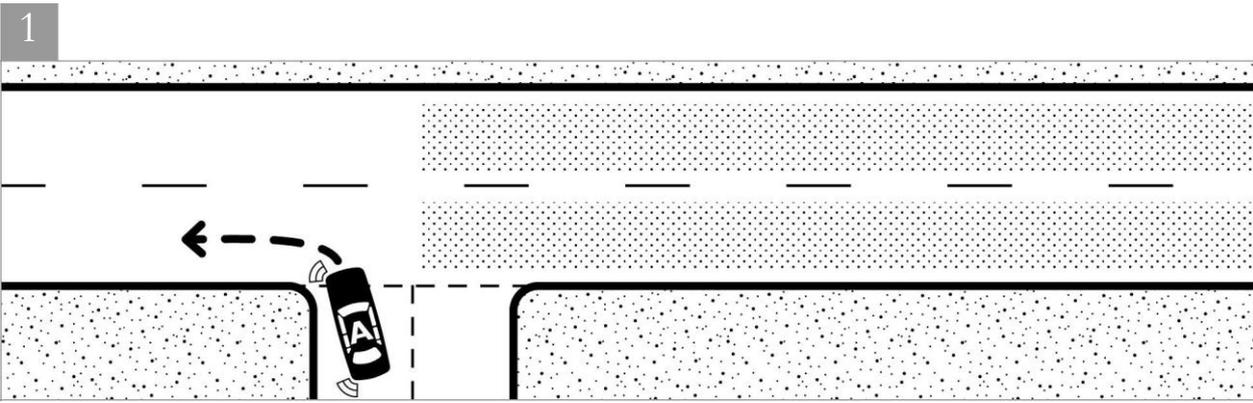
Place a circle in the D column if the applicant does not make an appropriate *Decision* when required.



Place an “H” in the NOTES column for each observation check the applicant fails to ~~#~~ perform (Ref. Fail Item 19 for criteria). Only one “H” is recorded for observation errors

incurred during the kerbside stop or parking manoeuvre, e.g. only one “H” within the K or M brackets.

Diagrams:



Hazard and Response (R)

Hazard and response assesses the driver's behaviour when their crash avoidance space is threatened by events that are random and unique to that individual test.

Assessment Context / Situation:

- A hazard is present and capable of moving into the path of the applicant's vehicle.

Key assessments:

1. Responds by managing speed.
2. Responds by managing position.

Behaviour:

The driver demonstrates the ability to manage their crash avoidance space by responding to hazards with one, or a combination of, the following actions. Specifically the driver:

1. Responds by managing speed

Logbook 32. Guide 12, 22-25, 30. RUH 62-67.

- 1.1. Sets up or covers the brake.
 - a) When 'setting up' the brakes it is preferable to use the right foot on the brake
- 1.2. Eases off, or 'pauses' from using the accelerator.
 - a) Managing speed under *Hazard and Response* is for a real and present threat and is not to be scored under *Speed management*.
 - b) Pauses the accelerator, also includes travelling at very low speed in complex traffic situations, such as shopping malls with high levels of pedestrian activity.

2. Responds by managing position

- 2.1. Buffers from the hazard by adjusting the vehicle's position on the road.
 - a) Managing position under *Hazard and Response* is for a real and present threat and is not to be scored under *Road positioning*.

⇒ Note. Refer

Fail Item 6 – Action requiring testing officer's intervention

Fail Item 9 – Failing to exercise due care to avoid an accident.

Scoring:



Place a tick in the H column upon the presence of a *Hazard* within a zone.

Place a tick in the R column if the applicant takes appropriate action for all *Hazards* throughout the zone.



A circle cannot be placed in the H column.

Place a circle in the R column if there was a *Hazard* for the driver to respond to, and the driver did not take appropriate action.

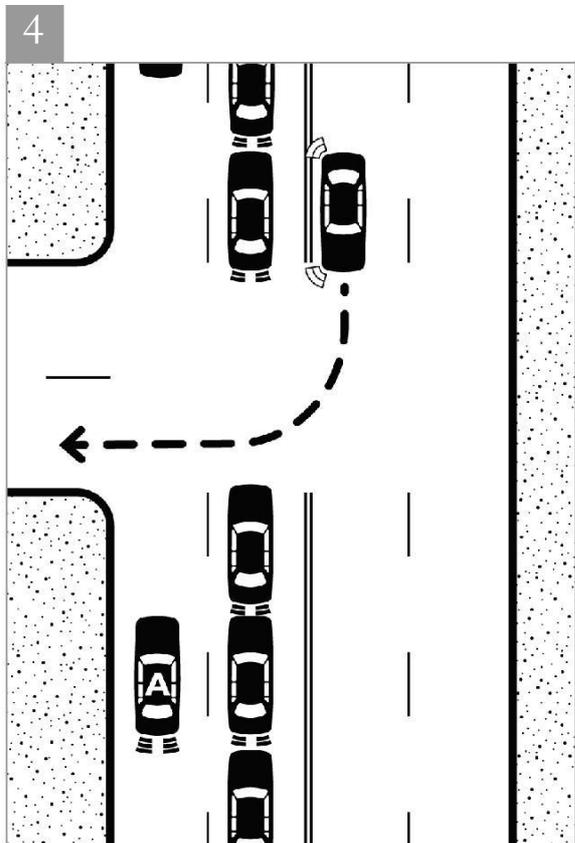
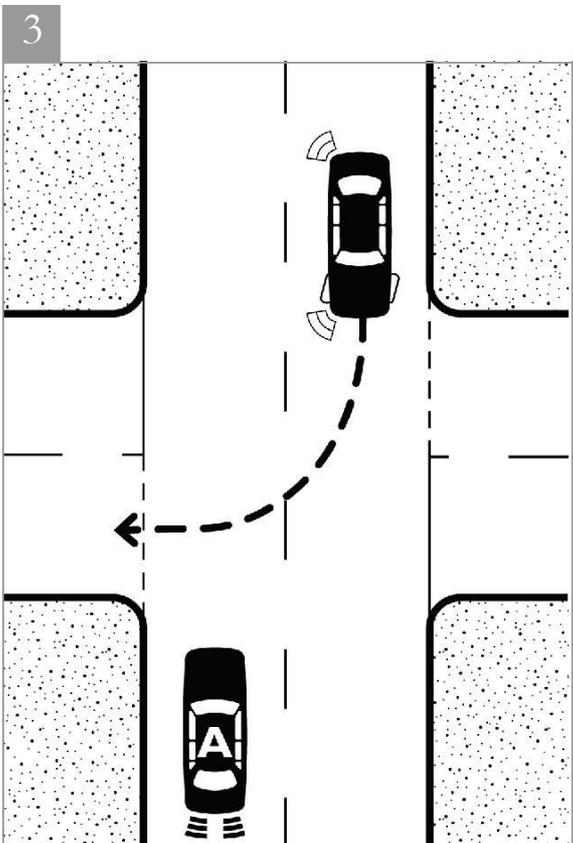
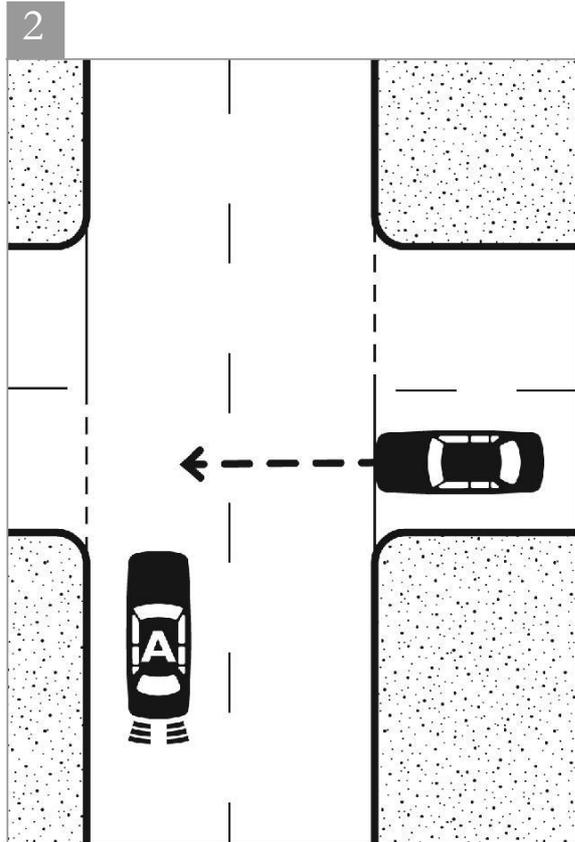
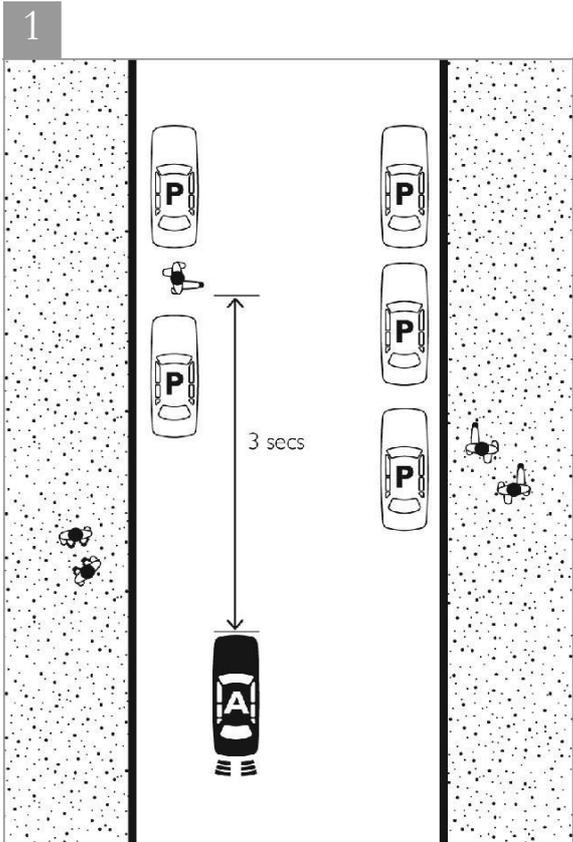


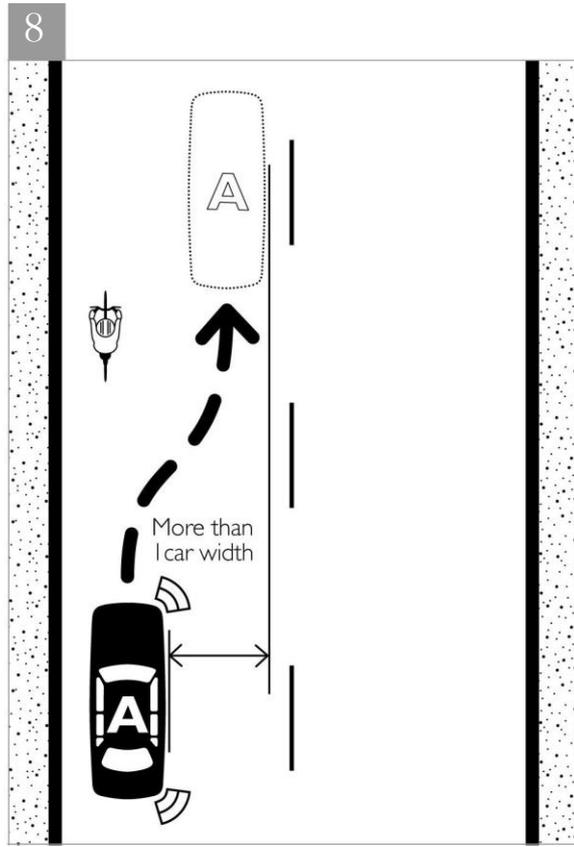
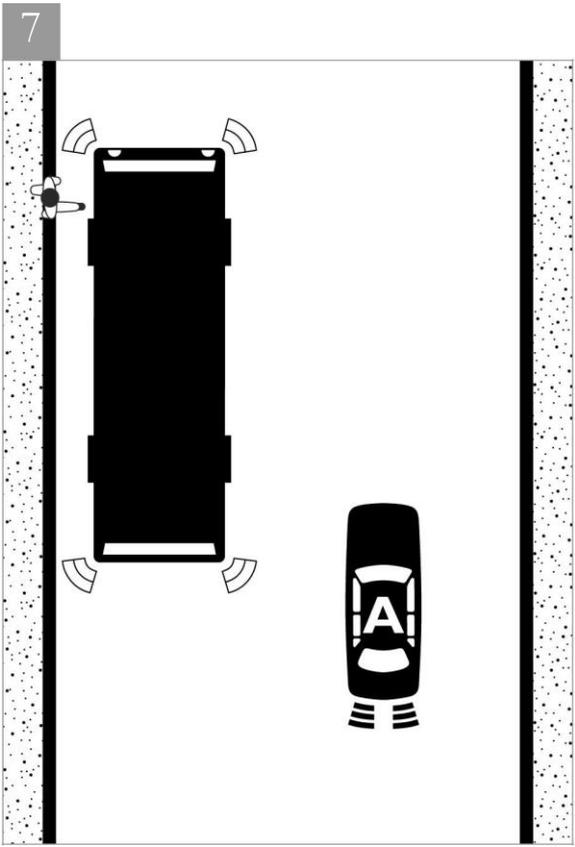
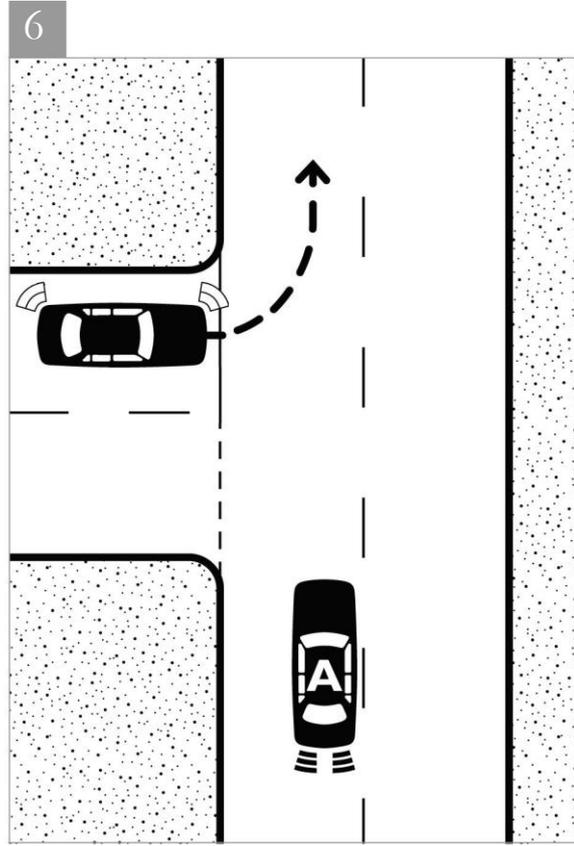
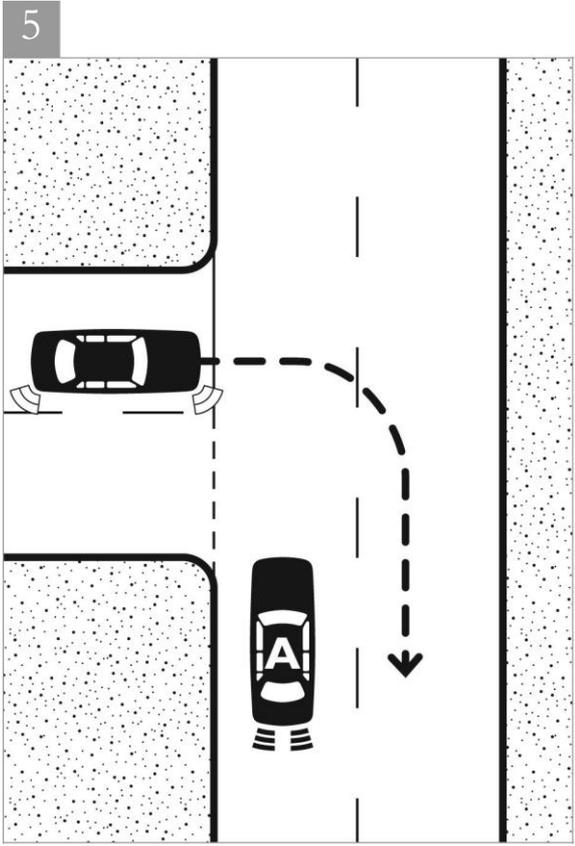
Draw a horizontal line through both the H and R column if no *Hazards* were present in the zone.

⇒ Notes:

1. Specifically for this assessment a *Hazard* is defined as a vehicle, pedestrian, animal or object that can enter the applicant's crash avoidance space from the side, either the left or right, including turn across the path of oncoming vehicles. The hazard must be Present (it must actually be there) and capable (realistically be able to move into the applicants path in under 3 seconds). Action is not required when the hazard is not capable of entering the driver's crash avoidance space. For example; a large truck moving off from an intersection that faces up hill.
2. Regardless of the number of lanes the *Hazard* is from the applicant's path, if it is capable (realistically be able to move into the applicants path in under 3 seconds) of entering the applicant's crash avoidance space it is to be scored as a hazard, unless traffic is present which is moving between the hazard and the applicant's vehicle.
3. A pedestrian on a marked crossing is not scored under *Hazard and Response*, however a pedestrian who is intending to cross the road without utilising a marked crossing is scored under *Hazard and Response*, includes pedestrians waiting at traffic lights who may cross against the 'DON'T WALK' sign.
4. A pedestrian or cyclist moving parallel to the traffic stream, but not on the main roadway is not to be scored as a *Hazard* unless there is reason to believe they intend to move into the path of the applicant's vehicle.
5. A vehicle parallel to the traffic stream is not to be scored as a *Hazard* unless it is clearly intending to move into the path of the applicant's vehicle (diagram 7) (including buses).
6. A pedestrian or cyclist on the roadway (including the road shoulder) is considered a hazard.
7. A hazard includes double parked vehicles and any vehicle with hazard lights (wig-wag, warning lights) activated, e.g. buses and delivery vehicles (diagram 7).
8. When multiple hazards are present within close proximity of each other, the response for the group is scored.
9. When within a roundabout, a vehicle on the left waiting to enter the roundabout is considered a *Hazard* and requires a response.
10. Hazards encountered at an intersection at the change of a zone are scored in the zone where the hazard is actually located.

Situations that require a response





Vehicle Control (C)

Vehicle Control assesses the driver's use of the vehicle's controls in a range of driving situations that are relatively constant on the test course.

Assessment Context:

- Acceleration and braking.
- Changing gears.
- Steering through corners and bends.
- Hill starts.
- Signalling.
- Adverse conditions.
- Manoeuvres (including; kerb-side stop, three-point turn, parking).

Key assessments:

1. Applicant posture, seat belt.
2. Brake, Clutch, Gears and Accelerator.
3. Course, steering.
4. Dashboard – Instruments / Gauges.
5. Signals

Behaviour:

The driver demonstrates the ability to maintain vehicle control. Specifically in the following four competency groups and when signalling:

1. Applicant posture, seat belt (A)

Logbook 14-18. Guide 26-27, 29-31. RUH 69-72.

1.1. Driving posture

- a) Has adjusted driver's seat posture, and mirrors for maximum control and safety.
- b) Driver's posture is to be assessed in the first zone only. The driver is not required to adjust posture if it is already correctly set.
- c) Left foot supported.
- d) Knees bent.
- e) Spine supported deep in seat.
- f) Correct distance from steering wheel (elbows bent).
- g) Head restraint to suit driver's height.
- h) Mirrors – must be correctly adjusted.

1. It is allowable to adjust the left hand external mirror for the kerb in a reverse park, and it is not to be scored if the driver subsequently does not re-adjust mirror. (The testing officer is to ask the applicant to correct before proceeding).

- i) Driver's door is shut.

1. RTA staff are responsible for shutting their own doors and applicants are not to be scored negatively if the testing officer's door is not properly shut.

⇒ Note: Applicant posture, seat belt (A) is to be scored after the driver has answered “YES” to the question “ARE YOU READY TO COMMENCE DRIVING?” After scoring the testing officer is to advise the applicant to correct the error. Any adjustment of mirrors, etc, after leaving the starting location is not to be scored.

The testing officer is also required to advise the applicant to secure any loose objects in the vehicle that may interfere with *Vehicle control* or cause injury in a collision or situation of hard braking. Advising the applicant to secure objects is not to be scored.

1.2. Seat belt (refer Fail Item 4.11) Guide 29.

- a) Driver’s seat belt is correctly fastened, fitted and adjusted (low and flat with no visible slack).

2. Brake, clutch, gears, (B)

2.1. Brake (foot brake)

- a) Applies brake progressively to facilitate smooth braking and minimal ‘jolt, lurch, forward pitch’ when stopping and slowing.

2.2. Clutch

- a) Releases the clutch progressively to facilitate smooth take off and gear changes.
- b) Effectively uses the clutch to prevent the engine from stalling.
- c) Keeps foot off the clutch except during gear changing or slow speed control.
- d) Uses clutch effectively to maintain control of the vehicle at low speeds. Low speed control may include manipulating the clutch at ‘friction point’ during manoeuvres or creeping forward in traffic.
- e) Effectively use the clutch without ‘clutch coasting’ or rolling in neutral.

2.3. Gears

- a) Selects appropriate gear for the situation to avoid over revving, engine labouring, or moving in wrong direction.
- b) Selects gear accurately without excessive attention to the gear lever. It is acceptable to look at the gear selector when stationary.

⇒ Note: Applicants are not to be penalised if they use the gears of the vehicle (including automatics) to control their speed.

2.4. Accelerator - criteria moved to Eco Driving 5.1

2.5. Park brake

- a) Uses the park brake when preparing to secure the vehicle and ensures park brake is fully released when driving. Refer Fail Item 6.3 Guide 30.

2.6. Combined use of controls

- a) Prevents the vehicle from rolling back more than 100mm, by using any combination of accelerator, brake, clutch or park brake.
- b) When starting the applicant prevents the vehicle from moving by using any combination of accelerator, brake, clutch or park brake.
- c) When manoeuvring controls the speed of the vehicle by using any combination of accelerator, brake, or clutch.

- d) Secures the vehicle when shutting down and parking, by using the park brake and gears ('Park' in an automatic).

3. Course, steering (C)

3.1. Steering

- a) Steers with both hands on the steering wheel except when using another control (excludes manoeuvres).
 1. Does not apply for drivers who have use of one hand only. These drivers may choose to use approved vehicle modifications.
 - ⇒ Note: A driver who only has the use of one arm will not automatically incur 25 control errors if they choose to attempt the test without a steering aid.
- b) Keeps hands on the outside of steering wheel (excludes manoeuvres).
- c) Hands are used in an effective place on the steering wheel (not placed together (touching) at the extreme top or bottom of the wheel).
 1. Either 'push-pull' or 'hand over hand' method may be used for turns, excludes manoeuvres.
 2. Allowing the steering wheel to slip through the hands is acceptable.
- d) Steers effectively to achieve / maintain the required road position, including during manoeuvres. Not to be double scored with *Road positioning* (P) for the same error.
- e) Steers effectively, to minimise the distance needed to reverse.
- f) Achieves the manoeuvre within four or less changes of direction.
 1. Applicants are permitted four direction changes to complete any manoeuvre. If any manoeuvre is not completed in six direction changes, the testing officer is to ask the applicant to abandon the attempt and mark the assessments accordingly. When the manoeuvre is abandoned, *Control* (C) is scored as a circle and *Road positioning* (P) is scored on the final position. In narrow roads 5 direction changes are permitted for the 3pt turn. If it is possible to complete the 3pt turn in three changes of direction, *Control* (C) is scored as a circle.

4. Dashboard controls, instruments, gauges (D)

4.1. Dashboard controls and instruments

- a) Operates lights, windscreen wipers and other controls without diverting attention from the road.
- b) Operates demisters when necessary with minimal attention diverted from the road.
- c) Observes dashboard warning lights and gauges and takes appropriate action when required. Refer Fail Item 6.3 *A Guide to the Driving Test*, page 30
 - ⇒ Note: if the park brake dash light is on, the Testing Officer is to score *Control* (C) as a circle and note 'D', then advise the applicant to fully release the park brake. No further action is taken.

5. Eco Driving (E)

Guide 26, RUH 72.

5.1. Accelerator

- a) Uses a smooth accelerator when driving at a constant speed.
- b) Uses accelerator smoothly when accelerating and decelerating.
- c) Uses correct pressure on accelerator to avoid over-revving on take off and during gear changes.

6. Signals (S)

Any combination of 3 or more signal errors during the test, will contribute to Fail Item 12.

Logbook 15-16, Guide 26, 31. RUH 88-95. RR 45, 46, 48, 51, 112, 113, 117 or 118

6.1. The driver gives a change of direction signal long enough to give ‘sufficient warning’ (see definition below) to other drivers and pedestrians.

- a) ‘Sufficient warning’ means other drivers and pedestrians are given a reasonable amount of time to respond to the driver’s actions. This does not mean that other drivers and pedestrians will not change speed or position, but they are not forced to suddenly by the applicant’s actions.
- b) Applicants are not to be penalised if the signal is cancelled once their vehicle is partially in the new road position.
- c) Applicants are not to be penalised for not signalling at intersections where they are following the continuing road, regardless of whether or not the street name changes. However, a signal is required if leaving or entering the continuing road.

⇒ Note:

6.2. The driver gives a change of direction signal for at least 5 seconds before moving from a stationary position at the side of the road to continue along the road.

- a) Signalling whilst reversing to leave a reverse park is included in the 5 seconds.

⇒

6.3. The driver clearly signals their intentions to other road users.

- a) Early signals – there is no specific maximum distance. Where signals are given early they should not confuse other road users.
- b) It is not considered an error if a test applicant signals (unnecessarily) when driving around a curve, or when driving along a street which changes name at a curve (where there are no other intersecting streets).
- c) A signal is not required when negotiating a traffic calming device, however, an applicant is not to be penalised if they do.
- d) A signal error is recorded if the driver signals in the wrong direction or unnecessarily.

- 6.4. The driver cancels the signal after completing a change in direction, lane change, merge or diverge.
- a) Testing officer should advise the driver to cancel the signal, after marking the error for continuing to signal more than 5 seconds after completing the change in direction when turning, merging, diverging, or changing lanes. No additional penalty should apply unless a dangerous situation occurs.
- ⇒
- 6.5. The driver gives a change of direction signal when pulling over to the kerb or commencing parking manoeuvre.
- 6.6. The driver correctly signalling when entering and exiting a roundabout.
- a) When leaving a roundabout, a left change of direction signal, is only scored when the roundabout has more than one marked lane within the roundabout OR there is more than one lane on the exit of the roundabout that we are taking (the roundabout may only have single lanes within the roundabout, however if there is more than one lane on the exit we are taking, a signal is required).
- ⇒ Note: The road rules require an exit signal where practicable; however for testing consistency signals are scored in the above manner.
- ⇒ Notes:
1. Within an off road car parking area a signal is not required, unless the car park is being used for the required manoeuvre.
 2. In all cases, entering or leaving an off-road car parking area, to leave or enter a public street, a signal is required.
 3. The driver is not to be negatively scored for not signalling when immediate evasive action is required.
 4. When passing a double-parked vehicle, veering right then veering left to return to the original position, ONLY requires two signals if both the diverges involve crossing a lane line, edge line or vehicle moves across the road greater than one car width. However, if a signal is given, no penalty applies.
 5. Although use of hazard lights and/or the left indicator during a reverse park is not encouraged, it is not to be negatively scored.
 6. A signal is NOT required when entering or leaving a single laned traffic-calming device (e.g. a chicane) or single laned roadworks.
 7. Signals are not required if the driver is forced to cross solid (continuous) or broken lines due to the narrowness of the road and the presence of parked vehicles.
 8. If an applicant uses a windscreen wiper when a signal is required and no signal is given score circle for *Controls* (C) and note 'S'.

Scoring:

a Place a tick in the C column if the applicant performs the required *Vehicle control* techniques.

O Place a circle in the C column if the applicant does not perform any one of the required *Vehicle control* techniques.

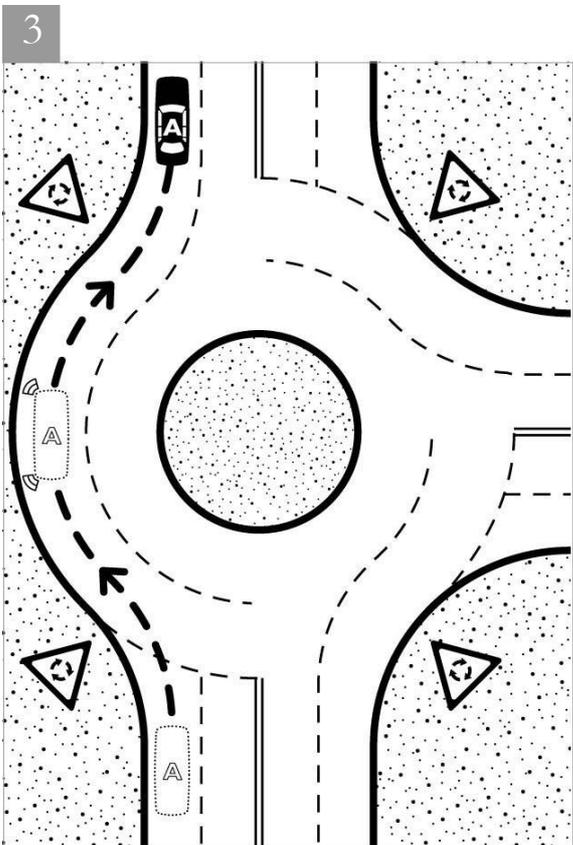
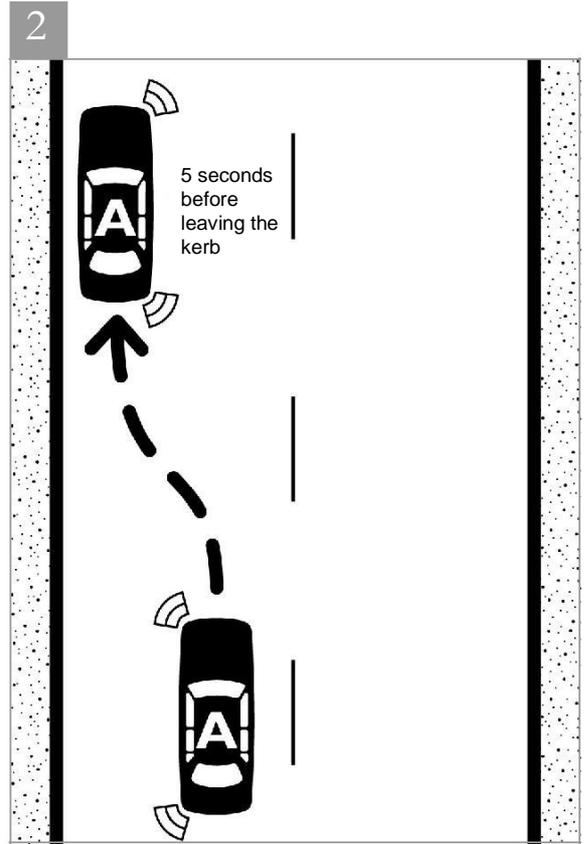
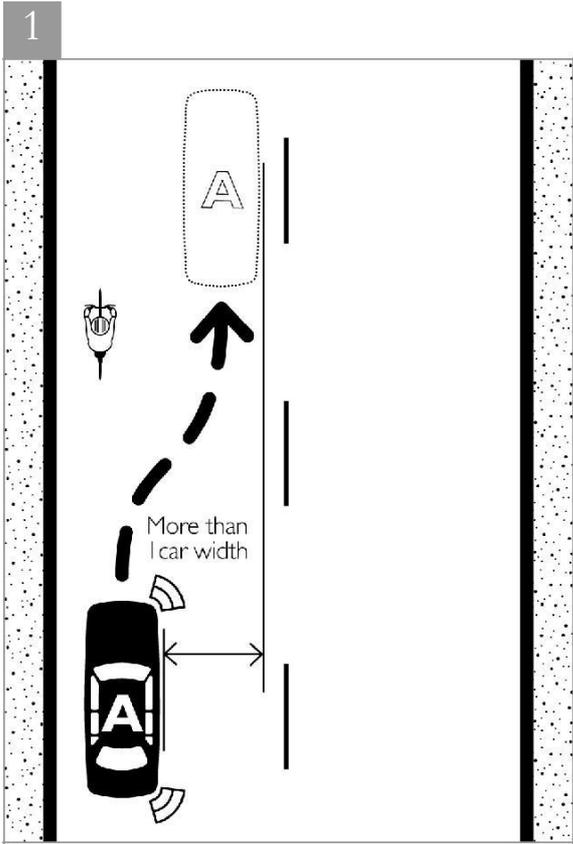
A Place an “A”, “B”, “C”, “D” or “E” in the NOTES column for control error by the applicant.

S Place an “S” in the NOTES column for each signal error by the applicant (Ref. Fail Item 12 for criteria). An “S” is recorded for each signal error incurred during the kerbside stop or parking manoeuvre, e.g. multiple ‘S’ may be placed within the K or M brackets.

⇒ Notes:

1. Refer RR 297
2. Refer *Fail Item 6 – Action requiring testing officer’s intervention* Guide 30
Fail Item 8 – Failing to maintain proper control of the vehicle Guide 30
Fail Item 12 – Frequently not signalling intention Guide 31

Diagrams:



Manoeuvres (M), (K)

NOTE:

Assessment context:

A Kerb-side stop and one of the following manoeuvres;

- a three-point turn,
- a reverse parallel park,
- a nose or rear to kerb angle park.

Scoring:

Scored under *Road positioning* (refer criteria 3. Manoeuvres)

- All aspects of vehicle position including, final park position, angle, distance from other vehicles, proximity to lines/kerb, etc.

Scored under *Decision* (refer criteria 3. Observation checks)

- All blind spot head check and observation checks.

Scored under *Controls* (refer all criteria)

- Uses of all controls including, effectiveness of steering, signalling and prevention of rollback.

⇒ NOTE: When the manoeuvre is abandoned, *Control* (C) is scored as a circle and *Road positioning* (P) is scored on the final position.

Scored under fail Items

Fail Item 3 – Colliding with a vehicle, pedestrian or object Guide 29

- Mounting the kerb with one or more wheels (*Road Positioning* score ‘circle’)

Fail item 8 – Failing to maintain proper control of the vehicle Guide 30

- Rolling back in excess of 500mm when moving from a stationary position (*Vehicle Controls* score ‘circle’, Note ‘B’)

Fail item 17 – Not parking to the required standard Guide 32

- Final parked position obstructing traffic (*Road Positioning* score ‘circle’)
- Reverse more than necessary during a reverse park (*Vehicle Controls* score ‘circle’, NOTE ‘C’)

⇒ Notes:

1. If the manoeuvre is done in the required number of moves *Vehicle Controls* is scored as a 'TICK' as steering was effective, however *Road Positioning* may be scored 'CIRCLE', if there is a position error.
2. The manoeuvres must be a legal place to park and have a reasonable length of road to allow driving in.
3. The manoeuvres must not be performed within sight of the testing centre (Motor Registry, GAC, etc), and must be conducted in separate zones.
4. The manoeuvres are not to be linked together at the same location. For example, a Three Point Turn may not be initiated from the Kerbside Stop.
5. Where possible avoid locations with high traffic volumes, pedestrian activity, excessively steep road camber or deep gutters.
6. If a testing officer is required to assist an applicant who is unable to start the car after the kerbside stop, *Fail Item 6* should be applied. The testing officer should assist the applicant to start the car and the test should continue. If the car was unable to be started because it was left in drive, Controls would also be marked 'Circle'.
7. The Three Point Turn is deemed finished when the applicant's vehicle is travelling in the opposite direction and has rejoined the main carriageway.
8. Testing officers are NOT permitted to open the door to check the distance from the kerb.
9. The front wheels of the applicant's vehicle are not required to be straight when the final position is accessed.
10. Sometimes it is necessary to conduct the manoeuvre alongside driveways.
11. Using a driveway during a Three-point turn is scored as a 'position' error, not a Fail.

The Kerbside Stop (every test course)

- Should be located, where possible on an upward slope sufficient to cause the vehicle to roll back if allowed.
- Should be sufficiently free of parked vehicles and other obstructions to allow driving in and out from the kerb.
- The location must be separate from other manoeuvres. They are not to be linked.
- Applicants are instructed to shut down the vehicle and secure it as if they were parking it.

The Three Point Turn

- Select locations that are relatively free of parked cars, and narrow enough that a normal range of cars could readily complete the manoeuvre in three to five direction changes.

Reverse Parallel Park

- Location should be relatively flat with a selection of other vehicles correctly parked close and parallel to the left side kerb with a clear kerbed space behind.

Angle Park

- May include 45°, 60°, 90° front or rear to kerb (angle and direction must be specified on the test course).
- Requires a correctly angle parked car with a clear adjacent space (applicant is to park on the approach side of the exercise vehicle).
- If the location is a street it should be sealed and conventionally kerbed.
- If the location is a car park it should be reasonably flat with wide access roads and low traffic volume.
- Private parking e.g. shopping centre car parks are not to be used.
- The location should be adequately sign posted regarding parking restrictions and required angle and direction of park.

M

Place K or M notations in brackets in the NOTES column, in the row corresponding to the zone in which it occurred. M = manoeuvre, K = kerbside stop,

⇒ Note:

Any errors incurred during a manoeuvre are to be bracketed with the M/K notation. E.g. A signal error during the kerbside stop would be written as (K, S) and controls would be marked as 'CIRCLE'. Only errors normally recorded in the NOTES column are recorded in the brackets (A, B, C, D, E, S, H and Fail numbers). *Speed, Position, Decision, Hazard and Response* are not recorded in the brackets.

Kerb side stop directions

At a suitable approach distance which will allow the applicant sufficient time to consider the manoeuvre, the testing officer is to select and nominate an appropriate location for a kerb side stop.

“We will be doing a kerb side stop”

“Please pull over to the kerb and park the car. Secure the car as if you are going to leave it and switch off the motor,” (can be repeated if necessary).

When completed

“When you are ready, please restart the car and continue driving along the street.”

Three point turn directions

At a suitable approach distance which will allow the applicant sufficient time to consider the manoeuvre, the testing officer is to select and nominate an appropriate location for a U-Turn:

“We will be doing a Three Point Turn. Please pull over to the kerb and stop.”

When stopped:

“When, you are ready, please make a 3 Point turn (or ‘U-turn using forward and reverse gears’ if an explanation is required) without using any driveways. Then continue driving down the street.”

Parking directions

At a suitable approach distance which will allow the applicant sufficient time to consider the manoeuvre, the testing officer is to select and nominate an appropriate vehicle for the parking manoeuvre.

“We will be doing apark (nominate type)”

“Please park (this side of / behind) that parked car in a suitable position.” “Please tell me when you have finished parking the car.”

Do not comment on the parked position. The applicant is to decide when satisfied with the parked position.

On completion of parking manoeuvre:

“When you are ready, please continue driving down the street.”

- a) The instruction “Please tell me when you have finished parking the car” is to be given prior to commencing the manoeuvre, rather than “Have you finished?” later. “Have you finished?” can be taken as a prompt and create uncertainty for the driver, who is required to decide on the final position without assistance.
- b) It is agreed that sometimes it is necessary to conduct the manoeuvre alongside driveways. Say, *“Please disregard the driveway”*.

Part D



Assessment Procedure

Intent of Fail Items

The intent of Fail Items is that they are only used for the following types of behaviours;

- Serious breaches of road law or traffic offences
- Unsafe or dangerous behaviour that could result in property damage, injury or death
- Inappropriate or unlawful acts
- Gross incompetence or lack of driving ability

Note:

General poor driving must be recorded using the assessment areas rather than Fail Items

Confidentiality

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Fail Items

An applicant who commits a 'Fail Item', fails the driving test but the test is continued. The applicant is given a score result and debrief in the normal manner after the complete test.

Fail Items

1. Disobeying traffic signs, signals or road markings:
2. Failing to give way when necessary:
3. Colliding with a vehicle, pedestrian or object:
4. Performing an illegal act or manoeuvre:
5. Exceeding the speed limit:
6. Action requiring testing officer intervention:
7. Causing a dangerous situation:
8. Failing to maintain proper control of the vehicle:
9. Failing to exercise due care to avoid an accident:
10. Failing to give way to an emergency vehicle:
11. Disobeying directions from a person controlling traffic:
12. Frequently not signalling intention:
13. Refusing to attempt any part of the test:
14. Repeated or deliberate failure to follow directions:
15. Unreasonably obstructing other vehicles or pedestrians:
16. Receiving external advice or instruction during the test:
17. Not parking to the required standard:
18. Failing to maintain a safe following distance:
19. Frequently not performing observation checks:

Failure criteria:

1. A 'Fail' event is to be scored only once per event. For example, driving through a Stop sign should not be scored as 'Fail' Items 1, 6, 7, and 9 but, only one of these. Select the most appropriate. If several 'Fails' are recorded (for several separate 'Fail' events) the test continues unless the driver is clearly unsafe. There is no rule that says two (or any other number) 'Fails' is an 'Immediate Fail'.
2. Most 'Fail' Items list some of the specific errors that constitute failure, but, the listed errors are not intended to be the only errors that apply to that particular 'Fail' item. This is deliberate, since it would be almost impossible to develop a list of events, which might occur in each category.

Immediate failure criteria

If an applicant commits a 'Fail Item' the applicant fails the driving test but the test is allowed to continue.

For 'Immediate Failure' the severity of the failure event is such that the test is discontinued due to:

EITHER It is clearly unsafe to continue the test for any of the reasons given in Items 1 to 12, 18 and 19 of the 'Failure Criteria'. The Testing Officer is not expected to continue the test where there is an obvious danger to the public, the driver or the testing officer if the test is continued.

OR The applicant is not sufficiently cooperating or demonstrating ability (i.e. lack of it) that it is worthwhile completing the test. This can be applied to Items 13 to 16 of the 'Failure Criteria'

When the Testing Officer decides on an 'Immediate Fail' then the test is discontinued at that point. A decision has to be made whether the applicant drives back to the Motor Registry, whether the Testing Officer drives back, or whether the Testing Officer leaves the vehicle and returns by some other means.

If the applicant is given an 'Immediate Fail' then the score is not calculated. They are advised of the reasons for the 'Immediate Fail' and given a Test Report.

Test termination criteria

While “Immediate Failure” criteria apply to issues concerning driving ability, “Termination” criteria apply to situations not concerned with the applicant’s driving performance.

The test is to be terminated by the following criteria and the appropriate box on the score sheet ticked, with the Manager signing off the verifying reason:

1. The testing vehicle is not roadworthy (See *Circle check*) Including:
 - a) Speedo on test vehicle not working
 - b) Head restraints removed from the driver’s seat or the front left passenger’s seat for class C vehicles manufactured on or after 1st January 1972.

2. The testing vehicle is unsuitable for the class of licence test.

⇒ Note: This includes a vehicle which contains equipment that can record any aspect of the driving test including, visual images, sounds or the vehicle’s position.

Driving tests are not to be conducted whilst recording equipment is operating. Where a testing officer has reason to believe such equipment (including GPS positioning devices, audio recording and/or video recording devices) is fitted to a vehicle to be used for a driving test. The person in charge of the vehicle must be asked to switch off or remove the equipment. If the person in charge of the vehicle is unable to confirm that the equipment is switched off or removed, then the test is terminated and recorded as ‘unsuitable for class of licence test’.

If there is doubt as to the purpose of any device fitted to an applicant’s vehicle, the testing officer is to request that the CSCM or CSCO make a determination as to whether the test should continue.

3. The testing vehicle is not suitable for the licence condition or type of disability.
4. The testing vehicle breaks down during the test, or more than three complete zone of assessments are missed whilst off course.
5. The applicant demonstrates unacceptable, inappropriate or unlawful behaviours.

Including:

- a) A bribe or inducement is offered, or any other form of corrupt conduct is suggested.
 - b) Extreme emotional pleas, threats or sexual advances in an attempt to influence a test.
 - c) Repeated and persistent requests to ignore an error
 - d) Threatening, abusive, aggressive or violent behaviours.
6. The driver is, or is suspected to be, under the influence of drugs or alcohol.
 7. An accident occurs during the test, regardless of who is at fault.

⇒ Note: If during the driving test the applicant collides with a vehicle, pedestrian or fixed object or mounts the kerb with one or more wheels (excluding touching the kerb face), score Fail Item No 3. If it is clearly unsafe to continue because of the collision, score IMMEDIATE FAIL and the test is discontinued at that point. If a collision occurs during the test and it is clearly the applicant’s fault score fail item 3.

If a collision occurs during the test and the applicant was demonstrating the correct driving skills,

with the testing officer believing the other driver was at fault or is not sure which driver was at fault, and the test is unable to continue and;

- no fail item has been scored up to that point, score Termination criteria No.7 or,
- a fail item has been scored before the accident, then the test is terminated using criteria No.7, but the result is recorded as a FAIL.

8. The applicant is ill, to the extent that they may not be able to drive safely.

9. Adverse weather conditions where the driving task is made significantly more demanding.

⇒ Note 1: If the adverse conditions are only of a brief nature during the test, a minor delay at the side of the road is acceptable, and the test can continue.

⇒ Note 2: If there has been a Fail Item marked, and the test is subsequently Terminated, then FAILED is to be shown on DRIVES.

10. Learner driver log book not completed in accordance with requirements.

⇒ Note A fraudulent Learner driver log book test applicant must be recorded as **G** in the result field and not **T**.

Circle check

The test is terminated if:

1. Indicator lights (including side repeaters) or brake lights do not operate, are incomplete, dirty or discoloured.
- ⇒ Notes: a) Where multiple stop light bulbs are fitted, only one on either side is necessary.
b) A centre brake light either on the spoiler or in the rear window must operate, if fitted. Only one of these is required to operate, but if both operate this is acceptable. If either light has been removed, it is not fitted, and is therefore not required to operate. or
2. Tyres not in satisfactory condition, or
3. Vehicle is not registered, and is not displaying a CURRENT registration label, or
⇒ Note: The current registration label is to be attached to the vehicle. That may be a current interim label. If a current registration label is not displayed on vehicle presented for a driving test, then the test cannot proceed until one is displayed on the vehicle. The preferred method would be for the owner of the vehicle to purchase a copy of registration papers, complete with the label. The label then can be correctly displayed on the vehicle before the driving test can commence, however in the case of interstate labels, not all states are required to display labels as proof of current registration. These vehicles must appear roadworthy to the testing officer for the test to proceed.
4. Windscreen cracked or broken so as to obscure driver's and/or testing officer's vision, (not including minor cracks), or
5. A complying (approved and in working condition) lap/sash seat belt is not fitted for the testing officer, or
6. Vehicle not suitable for class of licence, or
7. Vehicle not suitable for type of disability, or
8. The vehicle has sharp edges caused by body damage, or
9. Any mirror is broken or damaged to the extent that it distorts vision (if the left external mirror is completely removed this is acceptable), or the vehicle does not have an internal mirror (excluding pantechnicon, etc with no rear vision) and at least one external mirror, or
10. Any wheel rim is excessively damaged, or
11. Any visible wheel nuts missing, or
12. There are excessive under body fluid leaks (not air-conditioning overflow), or if a driving instructors dual brake (if fitted) is NOT operational, or
13. The driving instructors dual accelerator (if fitted) IS operational (dual accelerator must be secured out of reach or rendered inoperable), or
14. Front passenger door handle (either inside or outside), or window handle, is missing or inoperative.
15. The vehicle does not have solid front doors (cloth or fabric doors are not acceptable)
16. The vehicle is a convertible or Targa top and the roof is not capable of being covered in at the request of the testing officer or in the event of bad weather.

Test is terminated if any of the above items are unsatisfactory or cannot be rectified at the time.

Fail Items 1 to 8

1. Disobeying traffic signs, signals or road markings

Intent

The intention of this fail item is to identify drivers who don't comply with regulatory traffic signs, signals and road markings.

Examples

1.1. Failing to correctly stop at a red traffic light.

- a) When stopped at a red traffic light, the driver must stop at the stop line, with no part of the vehicle over the line. If there is no stop line, the driver must stop as near as practicable to, but before entering, the intersection.
 1. The driver is not to be penalised for stopping back from the line due to the risk of collision from vehicles turning across the driver's path, or shunting from behind.
 2. The driver is not to be penalised for stopping just over the line due to a very late change of the signal.

Guide 28. RUH 98-101. RR 56, 59, 60, 61, 63 or 66.

1.2. Failing to stop at a yellow traffic light, unless sudden braking might cause an accident.

- a) Stopping over the stop line is not to be penalised in this situation, unless the vehicle actually impedes traffic or pedestrian flow.

Guide 28. RUH 98. RR 57, 60, 61, 63 or 66.

1.3. Failing to correctly stop at a stop sign or line (including traffic lights)

- a) When stopping at a stop sign or line, the driver must stop at the stop line, with no part of the vehicle over the line. If there is no stop line, the driver must stop as near as practical to, but before entering, the intersection. For the driving test, the applicant must come to a final stopped position within five metres (approx one car length) of the line (excluding traffic lights). More than one metre from the line is scored as a 'NO' for *Position*.
- b) There is no minimum time for the vehicle to be stopped. A stationary object alongside the vehicle may be used to determine if the vehicle has stopped. The bounce-back effect may not be felt in modern cars. If in doubt score in favour of the applicant.

Guide 28. RUH 86, 97-99. RR 63(2), 67, 68(2), or 101, 121(a), 122.

1.4. Failing to stop correctly when required at a pedestrian, children's or level crossing. Including, stopping on a school pedestrian crossing, or over the stop line, when giving way to pedestrians and when the school crossing flags are displayed.

⇒ Note: The stop line at a school pedestrian crossing is only applicable when the school crossing flags are displayed.

Guide 28. RUH 107-109, 145-146. RR 80, 81 or 121.

1.5. Unnecessarily driving on or over solid (continuous) dividing lines (road centre line).

- a) Where traffic flow is blocked by a hazard (e.g. a double parked truck that is unloading goods) and it is necessary to cross a continuous line to proceed, the driver may proceed (without being failed or negatively scored) if the driver has stopped or slowed, signalled and observed, and then proceeded only when safe to do so.

Guide 28. RUH 103-105. RR 132 (2), 134, 139, 147.

1.6. Unnecessarily driving on or over a solid (continuous) white edge line.

- a) A driver can drive on or over a continuous white edge line on a road for up to 100 metres (and / or a bicycle lane for up to 50 metres) if the driver is:
- turning at an intersection, or
 - entering or leaving the road, or
 - entering a part of the road of one kind from a part of the road of another kind (for example, moving to or from a service road, a shoulder of the road or an emergency stopping lane), or
 - stopping at the side of the road (including any shoulder of the road).
- b) A driver can drive on or over a continuous white edge line on a road (and / or a bicycle lane) if the driver is:
- overtaking a vehicle that is turning right, or making a U-turn from the centre of the road, and is giving a right change of direction signal, or
 - driving a slow-moving vehicle, or
 - driving a vehicle that is too wide, or too long, to drive on the road without driving on or over the edge line, or
 - avoiding an obstruction.
- c) A driver is not to be penalised for driving on or over an edge line if it was necessary to move away from an oncoming hazard (e.g. an approaching vehicle that is overtaking a bicycle rider or an oncoming wide load. Not including buffering general traffic). In this event a signal is NOT required.
- d) Reworded into 1.6 a and b.
- e) It must be clearly evident that the applicant is on or over the edge line without good reason to use this fail item.

Guide 28. RUH 103-105, 124. RR 150(1), 158.

1.7. Unable to keep within a marked lane.

- a) It must be clearly evident that the applicant was not avoiding an obstruction to use this fail item.
- b) It must be clearly evident that the applicant was outside the marked lane.
- c) This includes marked lanes that continue around a turn at an intersection.
- d) Driving over the centre of a painted roundabout.

- e) At intersections where there are dotted lines indicating the position of the lane during the turn, an applicant is not to be negatively scored for partially crossing the dotted line, unless a dangerous situation occurs.
- f) It is acceptable, when turning from a single turning lane, for the turning vehicle to enter any lane on exit.

Guide 15, 28. RUH 90-91, 95, 121-126. RR 146.

1.8. Drive contrary to lane markings (e.g. Transit lane, turn arrows, etc)

- a) A driver may drive on or over a painted island surrounded by a single continuous line, to enter or leave the road, or to enter a turning lane that begins immediately after the painted island, therefore, drivers should not be penalised for this. [RR 138(2)]. Similarly, drivers should not be penalised for driving on painted islands surrounded by a single continuous line, on the left of the lane and adjacent to the kerb, regardless of whether they are striped or not.

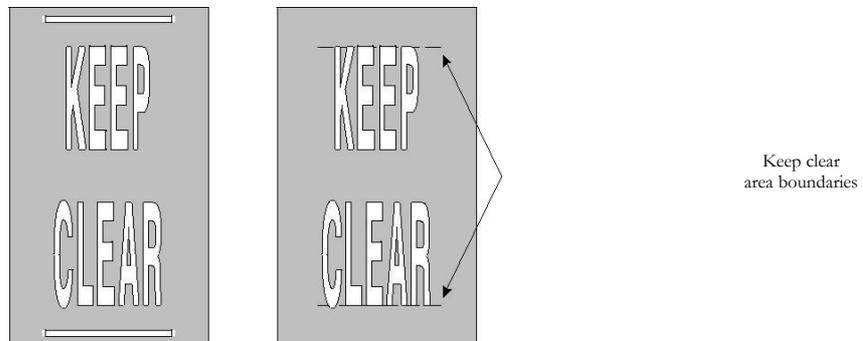
**Guide 28. RUH 90-91, 95-97, 103, 105-107, 121-126.
RR 29, 33(1&2), 92, 95(1), 96, 116, 138, 153, 154, 156, 157-1 or 158.**

1.9. Drive contrary to regulatory traffic signs (e.g. left lane must turn left, one way, no entry, etc)

**Guide 28. RUH 99, 111-112, 117-120, 123-126, 130-133.
RR 88, 89, 90, 91, 93(1), 94, 97, 98 99, 100, 130, 152.**

1.10. Disobeying a regulatory sign

⇒ Note: When a vehicle stops in a queue of traffic in an intersection, the only time that FAIL is applicable is if the words ‘KEEP CLEAR’ are marked across all or part of the road, with or without continuous lines marked across all or part of the road.



Guide 28. RUH 106, RR 96,

2. Failing to give way when necessary

Intent

The intention of this fail item is to identify drivers who don't give way when required, to other vehicles or pedestrians.

For this Fail Item, *give way* means the driver must stop or take action to avoid a collision.

Examples

- 2.1. Failing to *give way* to vehicles or pedestrians when required at an intersection or roundabout.

**Guide 29. RUH 51-55, 83-97. RR 62, 63, 64, 68(1)&(3),
69 (1)(2)(2A)&(3), 70, 71(1)&(2), 72, 73, 74, 75, 77, 81, 84, 87, 114, 122, 148.**

- 2.2. Failing to *give way* to pedestrian at a marked crossing or shared zone.

- a) When at a school crossing with flags displayed, and a school crossing Supervisor is on duty directing traffic, the school crossing Supervisor's directions over-ride the flag requirements.
- b) The stop line at a school crossing only applies if the Children Crossing flags are present.
- c) A driver is not required to *give way* to a pedestrian on a refuge with no marked crossing (including a refuge in a roundabout) and is not to be failed for not giving way. (If there is a danger of a collision then the situation should be assessed under the requirements of Fail item 9).

Guide 29. RUH 51, 76, 108-110. RR 65 (2) (a), 80, 81(2), 83, 122.

- 2.3. Failing to *give way* when entering traffic stream, merging or lane changing.

Guide 29. RUH 83-88, 90-91, 121-122. RR 148, 149.

- 2.4. Failing to *give way* when entering a road from a road-related area or adjacent land.

Guide 29. RUH 51-52, 90-93, 124-125. RR 74.

- 2.5. Failing to give way when entering a road-related area or adjacent land from a road.

Guide 29. RUH 51-52, 124-125. RR 75.

- 2.6. Failing to *give way* to a bus (with a *Give Way* sign) entering the left lane of traffic.

Guide 29. RUH 118. RR 77.

3. Colliding with a vehicle, pedestrian or object

Intent

The intention of this fail item is to identify drivers who hit or collide with other vehicles, objects or pedestrians, or mount the kerb.

Examples

3.1. Colliding with a vehicle.

Guide 29. RUH 62-65.

3.2. Colliding with a pedestrian.

Guide 29. RUH 62-68, 108-109.

3.3. Colliding with an object, including mounting a traffic dome.

Guide 29. RUH 62-65, 95.

3.4. Mounting the kerb or roundabout with one or more wheels (painted roundabouts, refer fail Item 1.7).

Guide 29. RUH 95.

Other Issues

1. Touching or hitting the kerb face with a tyre is not included in this fail item but is recorded as a circle under (P) *Position*.
2. Driving with one or more wheels on a driveway entrance is not considered as mounting the kerb.
3. Wheel(s) dropping over or off the kerb when leaving a driveway is not scored as a fail but is marked under *Position* (P).

4. Performing an illegal act or manoeuvre

Intent

The intention of this fail item is to identify drivers who have performed an illegal act, manoeuvre or turn.

Examples

- 4.1. Not turn left from far left side of road or from within left lane on a multi-lane road, or from marked left turn lane(s). Includes not turning from a *Bus Lane* when required.
See notes below.

Guide 29. RUH 90, 95, 103. RR 27(1), 28(1).

- 4.2. Not turn right from left of centre of road or centre line; from far right of a one way street or from right lane on multi-lane road, or from marked right turn lane(s).
See notes below.

Guide 29. RUH 91, 95, 103. RR 31, 32.

- 4.3. Where arrowed and turning left or right, does not exit within the correct lane(s).
See notes below.

Guide 29. RUH 90-91, 95, 103. RR 29.

⇒ Notes for 4.1, 4.2 and 4.3

- a) This Fail Item is to be used only if the driver clearly makes an illegal turn from **completely outside** the turn boundaries. If a driver makes a poorly executed turn (i.e. He /she attempts to make the turn correctly and legally but while attempting to do so does not stay **completely within** the permitted turn boundaries) then the error will be recorded under *Road Positioning* only.
- b) On an unmarked road the turn is approached completely outside the required line of traffic (a full car width out from the normal turn position).

Guide 29.

- 4.4. Not keep to right of centre of intersection where possible, when turning right. (refer *Road positioning* diagram 7).

Guide 29. RUH 91. RR 33 (1) & (3).

- 4.5. Make unlawful U-turn or three point turn.

Guide 29. RUH 94. RR 37, 38, 39, 40-41 .

- 4.6. Not keep left of centre on an unmarked road, or to left of a broken centre line.

- a) This includes cutting the corner on a right turn. However it must be **clearly** evident that the vehicle is on the wrong side of the road on approach or exit of the turn. Clipping the edge of dividing lines or stop lines will score a circle in *Road positioning*, but not incur a fail.
- b) An applicant can without being penalised cross the centre / centre line of the road to buffer a hazard, create space from an obstruction or overtake another vehicle.
- c) On a road with no marked centreline the Fail only applies if the applicant positions their vehicle completely on the wrong side of the road with no reason.

- 4.7. Not keeping in the left lane when legally required to do so.
- a) Including multi-laned roads with a speed limit over 80 km/h or sign posted 'Must keep left'.

Guide 29. RUH 83, 90, 95-96, 103-104, 128-129, 133. RR 130 (1) & (2), 131-133, 135.

- 4.8. Vehicle not in the correct lane to turn at a roundabout.
- a) Note: A long vehicle may enter and exit a roundabout in either lane or both lanes if:
1. The vehicle is 7.5 metres or longer (including any load or projections), and
 2. The vehicle displays a 'DO NOT OVERTAKE TURNING VEHICLE' sign, and
 3. The vehicle is within 50 metres of the nearest point of the roundabout.

Guide 29. RUH 95. RR 111 (1) (2) (3) & (5).

- 4.9. Overtake or pass a stationary vehicle at a pedestrian crossing or children's crossing.

Guide 29. RUH 128-129. RR 82.

- 4.10. Entering a railway level crossing when not safe to do so.

Guide 29. RUH 146-147. RR 123, 124.

- 4.11. Driver not wearing seat belts, during forward movement of the vehicle.

- a) Testing officer must advise the applicant to fasten their seat belt before proceeding.

Guide 29. RUH 48-50. RR 264, 265, 266.

- 4.12. Interrupt a funeral procession.

RUH 97. RR 79-1.

- 4.13. Answer or use a mobile phone.

Guide 29. RUH 148-149. RR 300(1).

- 4.14. Overtake on the left.

- a) This rule does not apply in multi lane situations.
- b) This rule does not apply when overtaking other vehicles turning right and displaying a right turn signal. If a line of traffic is turning right and the last car in the line has a right signal on, then it is reasonable to assume that all the vehicles are turning right. The applicant may pass on the left, regardless of intention to proceed straight ahead or turn left at the intersection, with appropriate speed reduction, buffering or setting up as the situation requires.

Guide 29. RUH 128-129. RR 141.

Other Issues

1. Stopping on a pedestrian crossing due to people or vehicles beyond the crossing is not included in this fail item but is recorded as a circle under (P) *Road Position*.

5. Exceeding the speed limit

Intent

The intention of this fail item is to identify drivers who don't comply with the varying speed limitations, which are encountered on a driving test.

Examples

5.1. Exceeding the posted speed limit.

Guide 30. RUH 38-40, 75-78, 128. RR 20, 21, 22, 23, 24 & 25.

5.2. Exceeding the learner speed limit.

Guide 30. RUH 21. RR 24-1.

5.3. Overtakes at a speed of more than 40 km/h, a bus arriving, stopped or departing from a bus stop while the "wig-wag" lights are flashing.

Guide 30. RUH 77-78. RR 24-3.

5.4. Exceeds 40 km/h in a special "School Bus Stop Zone", when driving in any lane and travelling in the same direction as the bus.

"School Bus Stop Zone" applies on a multi-lane road with speed limits of 80km/h or more, where a sign is displayed with the words "SCHOOL BUS STOP ZONE", with a "40"km/h speed sign and "WHEN BUS LIGHTS FLASH". The zone also has special road markings and 40 km/h symbol painted on each lane. When there is a bus in the zone, which has its orange "wig-wag" lights flashing a 40km/h speed limit applies.

Guide 30. RUH 77-78. RR 24-3.

Other Issues

1. A clear view of the speedometer by the testing officer is required if this fail item is to be used. Applicants can not be failed on the basis of a guess.
2. The testing officer is **NOT** to ask the applicant what speed they are doing.
3. Allowance must be made for parallax error. A speedometer can read up to 10km higher depending on the angle it is viewed from. It must be clearly evident that the applicant is exceeding the speed limit to apply this Fail Item.
4. When a fail is recorded the testing officer is to advise the applicant to reduce speed.

6. Action requiring testing officer's intervention

Intent

The intention of this fail item is to identify drivers, who require either verbal or physical intervention from the testing officer, to prevent crashes or dangerous situations occurring.

Unless an error is specifically listed in the examples below, there must be a dangerous situation to use this fail item.

Examples

6.1. Verbal directions to avoid a potentially dangerous situation.

- a) Including selecting gaps in traffic with insufficient vision of approaching vehicles.

Guide 30.

6.2. Physical intervention to avoid a potentially dangerous situation.

Guide 30.

6.3. A testing officer is required to assist an applicant to operate the controls.

- a) This fail item includes things such as, not releasing the handbrake when it is on to the extent of impacting upon the performance of the vehicle, or applicant not demisting the windows or operating the windscreen wipers when necessary.
- b) Assistance to operate the controls includes assistance to start the car at any time during the test. The applicant is to be asked to start the car three times before assistance is given.
- c) Testing officer advice to the driver to cancel a signal, after marking the error for continuing to signal more than 5 seconds after achieving the new road position, should **not** be included in this fail item.

Guide 30. RUH 89.

6.4. Requiring instruction to move into an intersection.

- a) When turning right at an intersection controlled by traffic lights, if the applicant continues to remain behind the line after 2 full cycles of the green. On the 3rd cycle that the applicant could have moved forward, the testing officer is to state "*entering the intersection is legally allowed*" and **Fail Item 6** is to be recorded.

Guide 30. RUH 83, 91-92, 98-99, 109. RR 125 (1).

7. Causing a dangerous situation

Intent

The intention of this fail item is to identify drivers, who drive unsafely, and by driving so, cause actual danger to themselves and/or other road users.

Examples

7.1. Overtaking vehicle in an unsafe manner.

Guide 30. RUH, 128-132. RR 140 – 144.

7.2. Increase speed while being overtaken.

Guide 30. RUH 129. RR 145.

7.3. Causing a dangerous situation, by an unsafe act or behaviour.

Guide 30. RUH 62-65, 83, 91, 106.

7.4. Giving way unnecessarily.

- a) This fail item is given only when it is clearly evident that the applicant does not understand which vehicle is to proceed eg. stops for another vehicle when travelling on a priority road.
- b) An applicant who has given way as a courtesy, or for safety reasons, or is being cautious and has not delayed or confused other traffic is not to be penalised.

Guide 30. RUH 83-88, 95-96.

7.5. Drive in such a manner that causes other vehicles to take evasive action.

Guide 30. RUH 62-65, 83-88, 91, 95-96.

7.6. Driving too fast for the prevailing conditions.

Guide 30. RUH 51-56, 62-65, 75-78.

7.7. Causing a dangerous situation, by unnecessarily stopping at a green light or arrow when approaching traffic lights, either to continue straight ahead, or to turn left or right. This includes causing a dangerous situation by remaining stationary at a green light or arrow when it is clearly safe to proceed.

Other Issues

1. An applicant is not to be penalised where a dangerous situation occurs due to an impatient or the poor behaviour of another road user.
2. This Fail Item does not include situations where traffic is delayed or obstructed.

8. Failing to maintain proper control of the vehicle

Intent

The intention of this fail item is to identify drivers, who do not have proper control of the vehicle, or who actually lose control of the vehicle.

Examples

8.1. Not have proper control of vehicle.

Examples include:

- a) Does not have proper control of the steering wheel whilst vehicle is moving. Proper control means that the driver is able to steer, change direction and has a hold of the steering wheel. Bracing the steering wheel with a leg or knee is not considered to be in control of the steering.
- b) Rolling back in excess of 500mm when moving from a stationary position.
- c) Excessively skidding, screeching or spinning the tyres.
- d) Clutch coasting or coasting in neutral, which actually causes a loss of control (not including minor clutch coasting).

Guide 30. RUH 70-72. RR 297.

Fail Items 9 to 19 (Aged tests excluded)

9. Failing to exercise due care to avoid an accident

Intent

The intention of this fail item is to identify drivers who display driving practices which could, or will result in a crash. It is not essential that an accident occur for this fail item to be used.

Examples

9.1. Approach pedestrian crossing too quickly to stop safely if necessary.

Guide 30. RUH 51, 62-63, 107-110. RR 80 (1), 81 (1).

9.2. Approach 'Give Way' signs too quickly to stop safely if necessary.

Guide 30. RUH 62-63, 87-88. RR 69, 109.

9.3. Reverse vehicle in an unsafe manner.

Guide 30. RUH 52. RR 296.

9.4. Takes no action when a hazard is present and the hazard actually begins to move into the applicant's crash avoidance space, creating a near miss situation.

- a) Only use this fail item if no testing officer intervention was made. Where testing officer intervenes to prevent a crash use Fail Item 6.

Guide 30. RUH 62-65.

9.5. Approach pedestrians on a refuge or on a roadway too quickly to stop safely if necessary.

Guide 30. RUH 51-59, 62-63, 108-109.

10. Failing to give way to an emergency vehicle

Intent

The intention of this fail item is to identify drivers who demonstrate that they do not understand the requirement to give way to emergency vehicles.

Examples

10.1. As soon as possible, failing to move out of the path of an approaching Police or emergency vehicle, which is displaying a flashing blue or red light, or sounding an alarm.

Guide 30. RUH 97, 145. RR 78.

10.2. Failing to give way to a Police or emergency vehicle, which is displaying a flashing blue or red light, or sounding an alarm.

Guide 30. RUH 97, 145. RR 79.

11. Disobeying directions from a person controlling traffic

Intent

The intention of this fail item is to identify drivers who demonstrate that they do not understand the requirements to comply with directions given by police or other authorised persons.

Examples

11.1. Disobeying a police officer directing traffic.

Guide 30. RUH 97. RR 304.

11.2. Disobeying a flag person directing traffic.

Guide 30. RUH 119. RR 101, 304.

11.3. Disobeying a flag person at a children's crossing.

Guide 30. RUH 110. RR 80.

11.4. Disobeying directions from the driver of an escort vehicle.

Guide 30. RUH 129. RR 218-1, 304.

Other Issues

1. When at a school crossing with flags displayed, and a school crossing Supervisor is on duty directing traffic, the school crossing Supervisor's directions over-ride the flag requirements.

12. Frequently not signalling intention

Intent

The intention of this fail item is to identify drivers who consistently fail to signal correctly.

Any combination of 3 or more signal errors during the test, will contribute to this fail item.

Refer Vehicle Controls (C) for full list of signal requirements.

13. Refusing to attempt any part of the test

(i.e. don't want to do it)

Intent

The intention of this fail item is to discourage drivers from refusing to attempt any part of the test. Often a refusal may be due to the applicant's inability to perform the required component.

Examples

13.1. Refusing to complete a reverse parallel park.

Guide 31

Other Issues

1. Before applying this fail item, every effort must be made to ensure that the test applicant understands what is required. Repeated directions and perhaps the use of hand signals may be necessary.
2. Before applying this fail item, a warning must be given advising the applicant that to refuse to attempt any part of the test, a fail will result.

14. Repeated or deliberate failure to following directions.

(i.e. unable to do it or don't understand)

Intent

The intention of this fail item is to ensure that drivers follow the directions given to them by the testing officer. This is necessary for the test to follow a predetermined test route.

Examples

14.1. Repeatedly not following reasonable directions given by the testing officer (not occasional misunderstandings).

Guide 31

Other Issues

1. Not following directions may be due to an inability to understand the test directions given by the testing officer. Before applying this fail item, every effort must be made to ensure that the test applicant understands what is required. Repeated directions, and perhaps the use of sign language, may be necessary if an applicant obviously has failed to hear or understand.
2. Testing officers must be patient with an applicant who appears to be having difficulty with the test or following directions.

15. Unreasonably obstructing other vehicles or pedestrians

Intent

The intention of this fail item is to identify drivers who unreasonably obstruct other road users.

Examples

15.1. Significantly slows other traffic by driving unnecessarily slowly.

- a) Example of a driver driving too slowly: A driver driving at a speed of 20 kilometres per hour on a road to which a speed limit of 80 kilometres per hour applies when there is no reason for that driver to drive at that speed along that length of road.

Guide 31. RUH 62. RR 125(2).

15.2. Blocking an intersection controlled by traffic lights.

- a) A driver must not enter an intersection if the driver cannot drive through the intersection because the intersection, or a road beyond the intersection, is blocked (for this fail item, intersection means the area where two or more roads meet, and includes: any area of the roads where vehicles travelling on different roads might collide).
- b) A driver may stop after the stop line at an intersection with traffic lights showing a green traffic light, and not proceed through the intersection, because traffic is congested.
- c) If the traffic lights or arrows change to yellow or red while the driver is stopped and the driver has not entered the intersection, the driver must not enter the intersection.
- d) If the traffic lights or arrows change to yellow or red while the driver is stopped and the driver has entered the intersection, the driver must leave the intersection as soon as the driver can do so safely.

Guide 31. RUH 83, 92. RR 128.

Other Issues

1. A driver who ignores a '*Left Turn on Red Permitted after stopping*' sign is not to be penalised.
2. A driver who does not proceed on flashing yellow light at a pelican crossing is not to be penalised.
3. If a driver is maintaining a constant following distance behind another vehicle they can not be penalised for travelling too slow.

16. Receiving external advice or instruction during the test

Intent

The intention of this fail item is to discourage accompanying licensed drivers, or any other person, attempting to influence any part of the test, or to give assistance to the test applicant in any way.

Examples

- 16.1. Advice or instruction from driving instructor after the test has commenced.
- 16.2. Advice or instruction from family or friend after the test has commenced.
- 16.3. Advice or instruction from general public after the test has commenced.

Guide 31.

Other Issues

1. Before applying this fail item, every attempt should be made to peacefully relocate the person attempting to influence the test. Advise the person (*accompanying instructor or licensed driver, etc.*) in a friendly courteous manner of the test requirements. e.g. “please stay in the Registry until the test in car has commenced” or, “please don’t interfere with the driving test”. Only if the interference continues should this fail item be applied.

17. Not parking to the required standard

Intent

The intention of this fail item is to identify drivers who incorrectly park the vehicle during the reverse parking manoeuvre.

Examples

- 17.1. Final parked position obstructing traffic.

(i.e. *too far away from the kerb*)

- a) The applicant is deemed to be obstructing traffic if final position is one metre or more from the kerb unless the location of the park makes this impossible (e.g. deep gutters, garbage bins etc).
 - ⇒ Note: This includes the kerb side stop position, but does not include parking bays within the motor registry car park.
 - ⇒ Note: Only applies during the nominated manoeuvre (Kerbside Stop and Parking)

Guide 32. RUH 136-137. RR 208(7)(8).

- 17.2. Reverse more than necessary during a reverse park (deemed to be more than 7 metres from the rear of the exercise vehicle).

- a) Does not include reversing to rejoin the traffic after the manoeuvre is completed.

Guide 32. RR 296(2).

Other Issues

1. At the completion of the driving test, the testing officer is not to subject the applicant to another assessed parking manoeuvre, however, fail criteria still applies.

18. Failing to maintaining a safe following distance

Intent

The intention of this fail item is to identify drivers who follow too closely to the vehicle in front.

Examples

References

18.1. Follow too closely to the vehicle ahead

- a) Less than 1 second following distance, and only measured when travelling over 20km/h.

Guide 32. RUH 62-65. RR 126.

Other Issues

1. After lane changing, merging or having another vehicle move into their crash avoidance space to the front, applicants are to actively re-establish their following distance. Actively re-establish means that the space is progressively increasing by whatever means. In some traffic situations it may take a significant amount of time before sufficient crash avoidance space is achieved. This is a dynamic process and so applicants are not to be penalised for not having the required crash avoidance space if they are in the process increasing space to the front.
2. When a fail is recorded the testing officer is to advise the applicant to increase their following distance.

19. Frequently not performing observation checks

Intent

The intention of this fail item is to identify drivers who consistently fail to perform observation checks correctly when leaving the kerb, changing lanes, merging, diverging, exiting roundabouts, manoeuvres and proceeding at traffic lights.

Any combination of 3 or more observation check errors during the test, will contribute to this fail item.

Refer Decision (D) for a full list of observation check requirements.

Notes:
