

APRIL 2012



VicRoads Drive Test



Graduated Licensing System
HELPING YOUNG DRIVERS BE SAFER DRIVERS

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The Drive Test criteria change from time to time. Drive Tests may change accordingly. It is your responsibility to ensure that you have the most recent edition of this criteria manual. If you are in doubt, check the version available on the VicRoads website.

Contents

Figures	ii
Amendments	iv
1. Overview of the Drive Test	1
1.1 Introduction	1
1.2 Test route stages	1
1.3 Driving tasks	2
1.4 Assessment items	2
2. Drive Test procedures	3
2.1 Pre-drive safety check	3
2.2 Minimum assessment required	3
3. Understanding the assessment criteria	4
3.1 Definitions	4
3.2 Types of assessment	6
4. Task Assessment Items	7
4.1 Observation	7
4.2 Signalling	9
4.3 Gap Selection	12
4.4 Speed Choice	13
4.5 Following Distance	15
4.6 Lateral Position	16
4.7 Parking Observation	22
4.8 Parking Movement	23
4.9 Leaving Parking	25
4.10 Turning Movement	26
5. Stage Assessment Items	28
5.1 Lateral Position	28
5.2 Control	29
6. Critical Errors	30
6.1 Too Slow	30
6.2 Fail to Look	31
6.3 Fail to Signal	32
6.4 Block Pedestrian Crosswalk	33
6.5 Mount Kerb	35
6.6 Stall	36
6.7 Incomplete Stop	37
6.8 Other Illegal Action	39
7. Immediate Termination Errors	41
7.1 Intervention	41
7.2 Disobey Direction	43
7.3 Collision	44
7.4 Fail to Give Way	46
7.5 Excessive Speed	49
7.6 Stop at Dangerous Position	50
7.7 Fail to Stop	54
7.8 Other Dangerous Action	55
Appendix A – Assessable tasks	59
Stage 1	59
Stage 2	60
Index	63

Figures

Figure 1:	The yellow-shaded area indicates the crosswalk at a children's crossing.	4
Figure 2:	A signal is required when changing lanes. (Note: 'P' indicates a parked vehicle.)	10
Figure 3:	A signal is required when diverging, even if no other vehicles are present.	10
Figure 4:	A left-turn signal is required when entering a roundabout intending to leave at the first exit, if the first exit is less than halfway around the roundabout.	11
Figure 5:	No turn signal is required when entering a roundabout intending to leave at an exit that is halfway around the roundabout.	11
Figure 6:	A right-turn signal is required when entering a roundabout intending to leave at an exit that is more than halfway around the roundabout.	11
Figure 7:	Correct lateral position on a right turn, keeping left of centre when entering and leaving the intersection.	17
Figure 8:	Incorrect lateral position on a right turn, failing to keep left of centre when entering and leaving the intersection.	18
Figure 9:	Incorrect lateral position on a right turn from a road with no marked lanes, failing to enter the intersection as near as practicable to the centre line.	18
Figure 10:	Correct lateral position for a right turn into a multi-lane road.	18
Figure 11:	Incorrect lateral position for a right turn into a multi-lane road, failing to keep left of centre when leaving the intersection.	19
Figure 12:	Incorrect lateral position for a right turn, cutting across a double continuous centre line.	19
Figure 13:	Incorrect lateral position for a right turn, possibly recorded as an Immediate Termination Error (<i>Other Dangerous Action or Intervention</i>) if there is traffic approaching from the right.	20
Figure 14:	Correct lateral position for a left turn from a road with no marked lanes, entering the intersection as near as practicable to the left side of the road.	20
Figure 15:	Incorrect lateral position for a left turn, crossing the centre line of the road the applicant is turning into.	20
Figure 16:	Correct lateral position when cars are parked at the left side of the road. (Note: 'P' indicates a parked vehicle.)	21
Figure 17:	Incorrect lateral position when cars are parked at the left side of the road. (Note: 'P' indicates a parked vehicle.)	21
Figure 18:	Incorrect lateral position on a road with only one lane or line of traffic for the applicant's direction of travel, failing to keep as near as practicable to the left side of the road.	21
Figure 19:	Correct parking movement. Note that the applicant is required to maintain a turn signal (assessed under <i>Signalling</i>) at positions 1 and 2. (Note: 'P' indicates a parked vehicle.)	24
Figure 20:	Leaving parking, using one reverse movement and one forward movement. (Note: 'P' indicates a parked vehicle.)	25
Figure 21:	Three-point turn movements, including pulling over to the left kerb (optional).	27
Figure 22:	Three-point turn movements, including using a driveway (optional).	27

Figure 23: Incorrect three-point turn movement, travelling too far up the driveway and entering private property.	27
Figure 24: Stopping before the crosswalk may not provide an adequate view of traffic approaching from the right.	33
Figure 25: The second queued vehicle should not encroach on the pedestrian crossing until the first vehicle has departed.	34
Figure 26: The vehicle on the left stops over the stop line, so a Critical Error (<i>Incomplete Stop</i>) is recorded. The vehicle on the right blocks the marked foot crossing, causing pedestrians to take evasive action, so an Immediate Termination Error (<i>Stop at Dangerous Position</i>) is recorded.	38
Figure 27: Overtaking on the left is not permitted on roads with only one marked lane for the applicant's direction of travel, so a Critical Error (<i>Other Illegal Action</i>) is recorded. (Note: 'P' indicates a parked vehicle.)	40
Figure 28: If an applicant commences a manoeuvre that will cause immediate danger, the instructor or LTO should intervene. (Note: 'P' indicates a parked vehicle.)	42
Figure 29: Immediate Termination Error (<i>Collision</i>) – mounting the kerb of a roundabout or striking the kerb hard enough to cause discomfort to vehicle occupants.	45
Figure 30: Critical Error (<i>Other Illegal Action</i>) – driving on a part of the roundabout intended for use only by heavy vehicles.	45
Figure 31: Immediate Termination Error (<i>Collision</i>) – mounting or driving over a part of the roundabout not intended to be driven on by any vehicles.	45
Figure 32: Stopping at a dangerous position while waiting to turn right, blocking a lane of oncoming traffic.	51
Figure 33: Stopping at a dangerous position that intrudes into a line of moving traffic.	51
Figure 34: Stopping at a dangerous position that intrudes into the path of cyclists on the intersecting road.	51
Figure 35: Stopping at a dangerous position that intrudes into an intersecting traffic stream.	52
Figure 36: After stopping at the stop line, the driver is permitted to move forward to view approaching traffic, but must not obstruct a line of moving traffic. (Note: 'P' indicates a parked vehicle.)	52
Figure 37: Stopping before the crosswalk may not provide an adequate view of traffic approaching from the right.	53
Figure 38: The second queued vehicle should not encroach on the pedestrian crossing until the first vehicle has departed.	53
Figure 39: Driving on the wrong side of the road when approaching an intersection unnecessarily increases the risk of collision with a vehicle that may be approaching from the right, so an Immediate Termination Error (<i>Other Dangerous Action</i>) is recorded.	58

Amendments

Date	Section	Amendment
June 2008	5.4 Speed Choice	Clarification of 'school zone' as "an area identified by a speed limit sign with the additional words 'school' or 'school zone'. (Note operating hours are defined by the sign.)"
June 2008	5.8 Parking Movement	Correction of definition
July 2008	8.2 Disobey Direction	Clarification of definition as 'repeatedly (on three occasions)'
Feb 2009	2.1	Test can proceed if applicant unable to identify demister controls
Feb 2009	3.1	<ul style="list-style-type: none"> ■ Added definitions for 'children's crossing', 'marked foot crossing', 'pedestrian crossing', 'road user' and 'traffic' ■ Revised definition of 'crosswalk'
Feb 2009	3.2, 6.8, 7.8	Clarification of definition of Immediate Termination Error
Feb 2009	3.2	Clarification: an unnecessary evasive action by another road user does not lead to an Immediate Termination Error
Feb 2009	4.1, 4.2, 6.2, 6.3, 7.4	<i>Fail to Look or Signal</i> split into two separate Critical Error categories – <i>Fail to Look</i> and <i>Fail to Signal</i>
Feb 2009	4.7, 4.8, 4.9, 4.10	Correction of item codes for some Stage Assessment Items
Feb 2009	4.1	<ul style="list-style-type: none"> ■ NA can be recorded for <i>Observation</i> if applicant wearing sunglasses ■ Removed requirement not to signal when a driver in the next lane could be alarmed by the signal ■ Clarification: <i>Observation</i> required when diverging into a bicycle lane
Feb 2009	4.2, 4.6, 4.8, 4.9, 4.10, 6.7, 6.8, 7.1, 7.3, 7.6, 7.8	Diagrams added to illustrate assessment criteria
Feb 2009	4.2	<ul style="list-style-type: none"> ■ Clarification: Signalling before leaving a roundabout not usually practicable ■ Customer Service Manager to determine whether signal practicable when leaving roundabout ■ Must not signal when it could mislead other road users about where the applicant intends to turn
Feb 2009	4.2, 6.3	<ul style="list-style-type: none"> ■ Signal required whenever pulling out from a parked or stationary position ■ Clarification: Incorrect signal results in No for <i>Signalling</i> but not a Critical Error

Date	Section	Amendment
Feb 2009	4.2, 6.3, 7.4	Clarification: Signal required when diverging by at least the width of the car, or any other time when necessary to warn other road users
Feb 2009	4.3	Clarification: <i>Gap Selection</i> can only be assessed if there is at least one traffic unit approaching
Feb 2009	4.4	Removed irrelevant reference to lane changes
Feb 2009	4.4, 7.5	Clarification: Immediate Termination Error for speeding by any margin for any duration in a school zone applies only during school zone operating hours
Feb 2009	4.4	Clarification: Applicants not necessarily required to obey speed advisory signs
Feb 2009	4.5	Changed requirements for <i>Following Distance</i> during lane changes
Feb 2009	4.6	<ul style="list-style-type: none"> ■ Revised requirements for lane choice ■ New requirements for <i>Lateral Position</i> during turns ■ New requirement to keep as far left as practicable on roads with one lane for applicant's direction of travel
Feb 2009	4.8	Reverse park to be abandoned if not completed in 2 minutes
Feb 2009	4.8, 6.5	Clarification: No penalty for minor contact with kerb while parking
Feb 2009	4.9	Head check must be made <u>immediately</u> before pulling out from kerb
Feb 2009	4.10	If using a driveway for three-point turn, the vehicle must not enter private property
Feb 2009	5.1	Clarification: Criteria for the <i>Lateral Position</i> Stage Assessment Item are the same as the criteria for the Task Assessment Item
Feb 2009	5.2	Applicant must not coast in neutral or with clutch disengaged
Feb 2009	6	Removed prohibition on recording two errors for the same driving action
Feb 2009	6.1	<ul style="list-style-type: none"> ■ Applicant must not remain stopped unnecessarily at Stop or Give Way sign ■ Applicant not to stop unnecessarily before pedestrian crossing or children's crossing
Feb 2009	6.2, 7.4	Clarification: Observation required when diverging by at least the width of the car

Date	Section	Amendment
Feb 2009	6.4	<ul style="list-style-type: none"> ■ Exception to prohibition on stopping on pedestrian crosswalk applies only to first vehicle in queue ■ Clarification of when Critical Error (<i>Block Pedestrian Crosswalk</i>) should be recorded and when the exception applies
Feb 2009	6.7	Critical Error (<i>Incomplete Stop</i>) to be recorded if applicant stops partly over the stop line
Feb 2009	6.8, 7.2, 7.4, 7.7, 8.8	Extra examples added to clarify assessment criteria
Feb 2009	6.8	<ul style="list-style-type: none"> ■ Clarified where on score sheet LTO should record type of <i>Other Illegal Action</i> ■ Critical Error (<i>Other Illegal Action</i>) not to be recorded for certain errors
Feb 2009	7.2	Immediate Termination Error (<i>Disobey Direction</i>) to be recorded for a single instance of disobeying a direction given by a police member
Feb 2009	7.3	<ul style="list-style-type: none"> ■ Immediate Termination Error (<i>Collision</i>) to be recorded if a wheel mounts the kerb other than during a reverse park or three-point turn ■ Clarification: Immediate Termination Error (<i>Collision</i>) not recorded for driving over part of roundabout designed to be traversed by heavy vehicles
Feb 2009	7.6	<ul style="list-style-type: none"> ■ Immediate Termination Error (<i>Stop at Dangerous Position</i>) can be recorded when stopping at traffic lights ■ Exceptions to prohibition on stopping over stop line or on pedestrian crosswalk
Feb 2009	7.8	Clarified where on score sheet LTO should record type of <i>Other Dangerous Action</i>
Mar 2010	6.4, 7.6	Updated explanation
April 2012	6.4	Updated explanation
	7.3	Corrected illustrations to left side of road

1. Overview of the Drive Test

1.1 Introduction

In 2007, the Victorian Government made changes to the driver licensing system. New requirements were added to the Graduated Licensing System (GLS), particularly for young learners who need a minimum 120 hours of supervised driving experience before taking the probationary licence test.

A driver who obtained a learner permit on or after 1 July 2007 and is under 21 years when applying for a probationary licence:

- must have held the learner permit for at least 12 months before taking the probationary licence test, and
- must present a Log Book and 'Declaration of Completion' signed by them and their supervising drivers to show they have accumulated the required number of driving hours.

VicRoads, with the help of Australian and international experts in novice driver safety, developed a new on-road driving test to help identify those learners who are ready to drive safely on their own. The new Drive Test focuses on assessing the skills required to drive safely. It applies to all licence applicants from 1 July 2008 onwards.

The GLS encourages learners to practise driving in a range of different conditions and in a staged progression, from basic skills in quiet areas to more complex driving situations as they approach their licence test. Gaining this experience will help learners acquire safer driving habits and increase their chance of passing the Drive Test. It is intended that the Drive Test will help motivate learners to obtain the required level and breadth of experience.

This booklet provides detailed information about the Drive Test. It includes the assessment criteria for all test items, along with information about the structure of the test. It will help professional driving instructors work with learner drivers as they approach the Drive Test, but it should not take the place of a well-structured learner period that includes high levels of supervised driving experience in a broad range of driving situations.

During the test, the applicant is directed to drive around a fixed assessment route and asked to perform specific driving tasks (such as turns or lane changes) at various locations. The Licence Testing Officer (LTO) uses a set of specific assessment items to record how well the applicant performs each task.

VicRoads LTOs have passed a training program on the practical application of the test assessment criteria. The training program provides specific knowledge and skills to enable the LTOs to apply the assessment criteria reliably in a range of different test situations.

To help ensure the safety of licence applicants, LTOs, accompanying instructors and other road users, the Drive Test is divided into two stages. Stage 1 involves some relatively simple, low-risk driving tasks in a less challenging traffic environment. Applicants who fail Stage 1 are not permitted to attempt Stage 2, which assesses safe driving skills in day-to-day driving tasks in busier traffic situations. In this way, potentially unsafe applicants are excluded from the test before they can pose a danger to themselves and others.

1.2 Test route stages

A Drive Test assessment route comprises two stages. The first takes 10 minutes and involves relatively simple driving tasks in a low risk traffic environment. Stage 2 takes 20 minutes and involves more challenging driving tasks in busier traffic situations. At the end of Stage 1, the LTO directs the applicant to pull over to the kerb so scores for that stage can be entered on the score sheet and totalled. Only applicants with a satisfactory assessment for Stage 1 can proceed to Stage 2.

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

1.3 Driving tasks

There are two types of driving tasks in the test route:

- **Assessable driving tasks** are manoeuvres such as turns, lane changes, straight drives and a reverse parallel park. Each assessable task has several associated Task Assessment Items that the LTO uses to record how well the task was performed.
- **Linking manoeuvres** are inserted between assessable tasks to create a continuous route that begins and ends at the VicRoads Customer Service Centre. Linking manoeuvres do not have associated Task Assessment Items.

There are seven assessable driving tasks in Stage 1 and at least 14 assessable tasks in Stage 2. There can be up to 21 assessable tasks in Stage 2 of some test routes, because some tasks can be assessed more than once.

The assessable driving tasks used in the Drive Test are listed in Appendix A – Assessable tasks.

1.4 Assessment items

For each assessable driving task on the route, the route guide specifies two, three or four **Task Assessment Items** that the LTO must assess and record. For a detailed description of each Task Assessment Item, see Section 4.

The Stage 1 Task Assessment Items for some tasks differ from those used in Stage 2. This recognises the different functions of the two stages. Stage 1 assessment items were selected for their ability to identify applicants who might drive unsafely in Stage 2. Assessment items for Stage 2 were selected for their ability to distinguish between applicants who are ready to drive safely on a probationary licence and those who need more supervised experience on a learner permit before being ready for solo driving.

Three other types of assessment are used in the Drive Test:

- **Stage Assessment Items** apply to the applicant's performance during the whole of Stage 1 or the whole of Stage 2. The Stage Assessment Items are described in detail in Section 5.
- **Critical Errors** are recorded at any time they occur during the Drive Test, whether during an assessable task or not. The Critical Error types are described in Section 6.
- **Immediate Termination Errors** are also recorded at any time they occur and result in the immediate termination of the test. The Immediate Termination Error types are described in Section 7.

2. Drive Test procedures

2.1 Pre-drive safety check

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

1. The applicant is required to identify and operate the following vehicle controls:
 - turn indicators
 - brake lights
 - horn
 - headlights (high and low beam)*
 - hazard lights
 - windscreen washer and wipers.
2. The applicant is required to identify the handbrake.
3. The applicant is asked to identify, but not operate, the following controls:
 - windscreen demister
 - rear window demister (where fitted).
4. The applicant is required to start the engine.

If the applicant fails to satisfy the requirements in Items 1 and 2, or if any of the vehicle controls listed in Items 1 and 2 do not operate correctly, the applicant is not permitted to undertake the Drive Test.

If the applicant fails to identify the controls listed in Item 3, the LTO should point out the relevant control(s) to the applicant, but still allow the applicant to undertake the Drive Test. If it becomes necessary to use one of these controls during the Drive Test and the applicant requires assistance to operate the control, an Immediate Termination Error (*Intervention*) should be recorded.

The pre-drive safety check does not contribute to the applicant's test score.

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

2.2 Minimum assessment required

Unforeseen events such as road works on the test route may prevent the applicant from completing some assessable tasks. This does not invalidate the test, provided the following requirements are met:

- At least five of the seven tasks in Stage 1 (including the reverse parallel park or three-point turn) must be undertaken before the applicant can proceed to Stage 2.
- The test is considered to be complete if at least 17 tasks across both stages are undertaken (including the reverse park or three-point turn, at least two lane changes, and at least one straight drive).

If these requirements are not met, the assessment will be incomplete and a re-test is required.

3. Understanding the assessment criteria

3.1 Definitions

Crossing: **Children's crossing:** A part of the road with stop lines marked on the road and 'Children Crossing' flags mounted on red and white striped posts on either side of the road.

Marked foot crossing: A part of the road with pedestrian lights facing pedestrians crossing the road and traffic lights facing vehicles driving on the road and indicated by a different road surface or two parallel lines or rows of studs or markers on the road surface.

Pedestrian crossing: A part of the road painted with parallel white stripes and indicated by a pedestrian crossing sign (walking legs symbol), with or without flashing yellow lights.

Crosswalk: The marked portion of the road where pedestrians cross at a pedestrian crossing, a children's crossing or a marked foot crossing (all defined above). The area between the crosswalk line and any vehicle stop line marked in advance of the crosswalk line does not form part of the crosswalk.

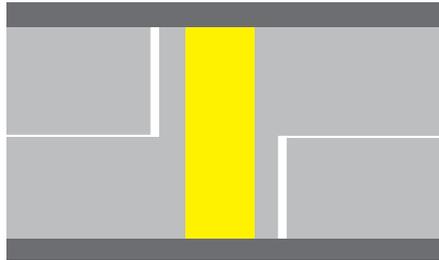


Figure 1: The yellow-shaded area indicates the crosswalk at a children's crossing.

Diverging: Any lane change, lane merge or lateral movement within the lane (whether marked or unmarked) of at least a car width.

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

Head check: The applicant looks back over their left or right shoulder through the vehicle's side windows (not the rear window) to check for other road users in blind spots that cannot be seen in the mirrors.

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

Lateral: Movement sideways or from side to side (differs from forwards and backwards).

- Merging:**
1. A single vehicle joining a traffic stream (e.g. when a vehicle pulls out from the kerb), or
 2. Two or more traffic streams joining to become one stream (e.g. when two adjacent lanes join to become a single lane).
- Road user:** The driver or rider of a motor vehicle or the rider of a bicycle or a pedestrian.
- Traffic:** Includes not only motor vehicles (cars, trucks, motorcycles, etc.) but also bicycles and pedestrians.
- Turning:** Changing direction to travel from one road into another road at an intersection. Does not include driving around a curve or bend when continuing on the same road.

3.2 Types of assessment

There are four types of assessment items used in the Drive Test.

Task Assessment Items

Task Assessment Items assess one aspect of driving performance during a specific, assessable driving task at a specific location on the test route. For example, *Observation* might be assessed when turning right from Smith Street into Jones Road. Task Assessment Items are not assessed while driving between assessable driving tasks. They contribute to the applicant's point score for Stage 1 or Stage 2. The Task Assessment Items are defined in Section 4.

Stage Assessment Items

Stage Assessment Items assess an aspect of driving performance (either *Control* or *Lateral Position*) during assessable tasks and linking manoeuvres throughout Stage 1 and again throughout Stage 2. They contribute to the applicant's point score for the relevant stage. The Stage Assessment Items are defined in Section 5.

Critical Errors

Critical Errors are recorded at any time they occur during the test, not just during assessable driving tasks. They are recorded if an applicant makes a serious driving error (including an illegal action) that does not meet the conditions (set out below) for an Immediate Termination Error. For example, a Critical Error is recorded for failing to signal before changing lanes when there are no other vehicles nearby and no dangerous situation is created. Full details of each Critical Error type are provided in Section 6.

The Drive Test will be terminated immediately (and the result recorded as 'Not Successful') if the applicant commits more than one Critical Error during Stage 1 or more than two Critical Errors over the course of the entire test.

Immediate Termination Errors

Immediate Termination Errors are recorded at any time they occur during the test, not just during assessable driving tasks. An Immediate Termination Error is a driving action that:

- causes another road user to take evasive action
- causes immediate danger to road users or property
- will cause immediate danger to road users or property if the LTO or instructor does not intervene
- unnecessarily increases the risk of a collision.

For example, an Immediate Termination Error is recorded for failing to give way to another vehicle or a pedestrian when turning.

Note that the applicant is not considered to have caused another road user to take evasive action if the other road user's action was unnecessary.

The Immediate Termination Error types are described in Section 7. An Immediate Termination Error committed at any time during the test will result in immediate termination of the Drive Test.

4. Task Assessment Items

4.1 Observation

Item code: Obs

Requirements

- Maintains a continuous lookout ahead of the vehicle, except when making brief checks of the mirrors and other directions.
- When driving straight, checks the mirrors often enough to maintain awareness of surrounding traffic. The required frequency varies with traffic conditions.
- When required to give way to other traffic (such as when facing a Give Way sign, turning across oncoming traffic, or entering a roundabout), looks in the direction(s) from which conflicting traffic might approach before proceeding.
- Checks the internal mirror immediately before braking.
- When diverging (including when entering or crossing a bicycle lane in preparation for a left turn):
 - checks the internal mirror and (according to the direction of movement) the right or left external mirror immediately before signalling
 - performs a head check immediately before moving laterally.
- When turning, looks in the planned direction of travel (i.e. in the direction of the turn) before making the turn.
- When making a three-point turn, looks in both directions along the road immediately before moving across the road (before and after reversing) and immediately before reversing out of a driveway or away from the kerb.
- When reversing as part of a three-point turn, looks in the direction of travel while reversing.

Scoring

Yes if all applicable requirements are satisfied

No otherwise

NA if it is not possible to determine whether the requirements were met (for example, if the applicant wears sunglasses and it is not possible to see whether he or she looked in the appropriate direction)

See also

When diverging, if the applicant does not check the mirrors AND does not do a head check:

- If no other road user has to take evasive action, a Critical Error (*Fail to Look*) should be recorded. If *Observation* is also being assessed for that task, **No** should be recorded for *Observation*.
- If another road user has to take evasive action, an Immediate Termination Error (*Fail to Give Way*) should be recorded.

Explanation

When diverging, a head check is required to ensure there are no undetected vehicles in blind spots that cannot be checked in the mirrors.

4.2 Signalling

Item code: Signal

Requirements

- When pulling out from a parked or stationary position (whether on a road or in a car park), activates the appropriate turn indicator for at least 5 seconds before starting to move. Indicator use is required even if no other traffic is present.
- Activates the turn indicator for the appropriate direction (left or right) for at least 3 seconds (even if no other traffic is present) before:
 - turning
 - pulling into the kerb
 - changing lanes
 - diverging left or right by at least the width of the car (other than pulling out from the kerb)
 - diverging by less than the width of the car in circumstances where it is necessary to warn other road users of the intended movement (e.g. to indicate that the applicant intends to overtake a parked car before allowing an oncoming vehicle to pass)
 - stopping next to a parked vehicle to commence a reverse parallel park.
- When turning at a roundabout:
 - activates the turn indicator in the appropriate direction (left or right) for at least 3 seconds prior to entering the roundabout (see Figure 4, Figure 5 and Figure 6)
 - activates the left-turn indicator before leaving the roundabout if practicable (but note that signalling to leave a roundabout is not usually practicable at any but the largest roundabouts; for each roundabout on a test route, the VicRoads Customer Service Manager will determine whether a signal is required when leaving the roundabout).
- When turning left or right, does not activate the turn indicator so early as possibly to mislead other road users about which street the applicant intends to turn into.
- Maintains the turn signal until the turn or diverge has been completed.
- Cancels the turn indicator if necessary when the turn or diverge has been completed.

Note that if the signal is incorrectly executed (for example not activated soon enough or cancelled too soon), **No** is recorded for *Signalling* but a Critical Error (*Fail to Signal*) is not recorded. *Fail to Signal* applies only if a required signal is omitted altogether.

Scoring

Yes if all applicable requirements are satisfied

No otherwise

See also

If the applicant fails to signal when required:

- If no other road user has to take evasive action, a Critical Error (*Fail to Signal*) should be recorded. If *Signalling* is also being assessed for that task, **No** should be recorded for *Signalling*.
- If another road user has to take evasive action, an Immediate Termination Error (*Fail to Give Way*) should be recorded.
- **No** should be recorded for *Signalling* if the applicant does not activate the signal before leaving the roundabout and it was practicable to do so. A Critical Error (*Fail to Signal*) should not be recorded.

Example

Observed behaviour: The applicant activates the turn signal only 1 second before making a right turn.

Assessment: A signal is required at least 3 seconds before turning. **No** should be recorded for *Signalling*.

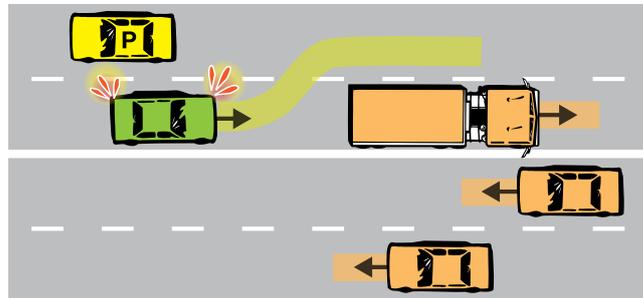


Figure 2: A signal is required when changing lanes. (Note: 'P' indicates a parked vehicle.)

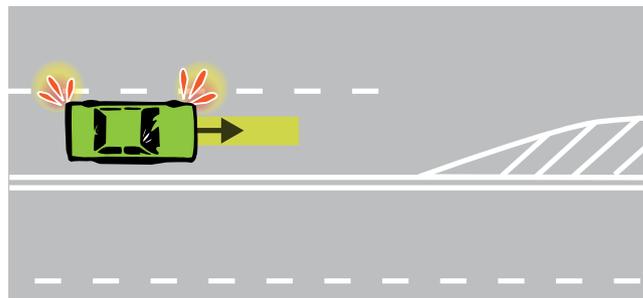


Figure 3: A signal is required when diverging, even if no other vehicles are present.

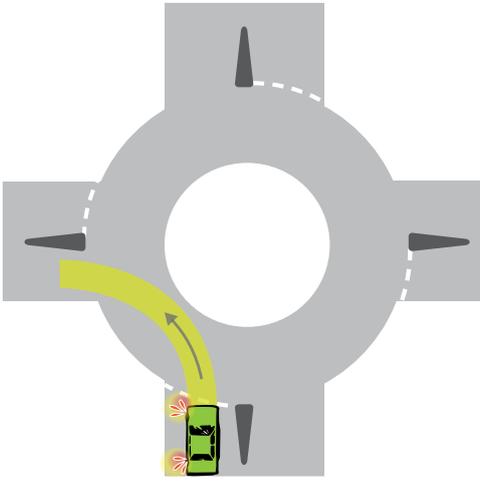


Figure 4: A left-turn signal is required when entering a roundabout intending to leave at the first exit, if the first exit is less than halfway around the roundabout.

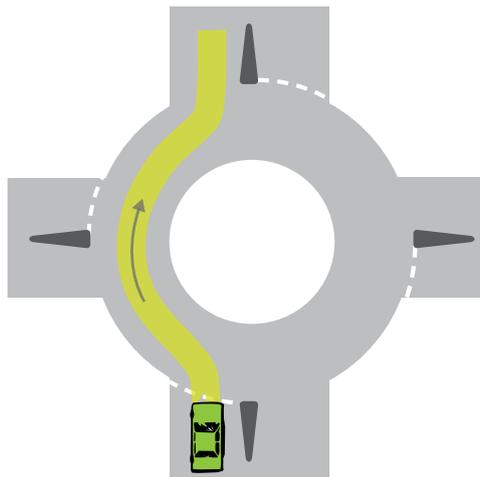


Figure 5: No turn signal is required when entering a roundabout intending to leave at an exit that is halfway around the roundabout.

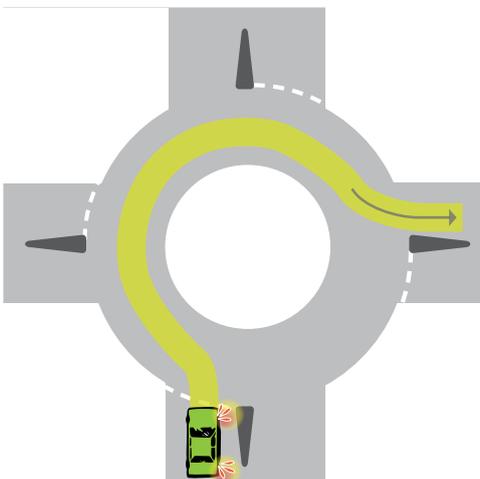


Figure 6: A right-turn signal is required when entering a roundabout intending to leave at an exit that is more than halfway around the roundabout.

4.3 Gap Selection

Item code: Gap Sel

Requirements

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

Scoring

- Yes** if at least one traffic unit (motor vehicle, bicycle or pedestrian) is approaching and all applicable requirements are satisfied
- No** if at least one traffic unit (motor vehicle, bicycle or pedestrian) is approaching and any applicable requirement is not satisfied
- NA** if there are no approaching traffic units (motor vehicles, bicycles or pedestrians) and the applicant does not have to select a safe gap

See also

If the applicant's gap selection is so unsafe it requires another road user to take evasive action, an Immediate Termination Error (*Fail to Give Way*) should be recorded.

Explanation

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

Example 1

Observed behaviour: The applicant is waiting at a Give Way sign to turn left from a local street onto an arterial road. She waits for several vehicles from the right to pass, then continues waiting during a gap when it would have been safe to make the turn. She eventually completes the turn safely during a later gap in the traffic.

Assessment: The applicant has selected a safe gap, but has failed to select the first available safe gap. **No** should be recorded for *Gap Selection*.

Example 2

Observed behaviour: The applicant is approaching a Stop sign in a local street and intends to turn left onto an arterial road. As he arrives at the intersection, there is a safe gap in traffic approaching from the right. He stops correctly at the stop line then checks for traffic approaching from the right. By the time the applicant has checked, it is too late to accept the gap so he waits for another safe gap then completes the turn.

Assessment: The applicant is not required to accept a safe gap that occurs before he has had a reasonable opportunity to observe approaching traffic. **Yes** should be recorded for *Gap Selection*.

4.4 Speed Choice

Item code: Speed

Requirements

- Does not exceed the speed limit by any margin for a continuous period of 5 seconds or more.
- Does not exceed the speed limit by any margin for any duration in an area identified by a speed limit sign with the additional words 'school' or 'school zone'. (This requirement applies only during the operating hours defined by the sign.)
- Does not exceed the speed limit by 5 km/h or more at any time.
- When driving straight, drives at or close to the speed limit when conditions are suitable, but at a lower speed if road or traffic conditions (e.g. driving on a wet or unsealed road, or in congested or slow traffic) make it unsafe to travel at the speed limit.
- When driving straight, does not drive 10 km/h or more below the speed limit, unless road or traffic conditions (e.g. travelling on a wet or unsealed road, or in congested or slow traffic) make it unsafe to travel closer to the speed limit.
- When merging, adjusts speed if necessary to choose a safe gap in the traffic.

Note that speed advisory signs do not set speed limits. Applicants are not required to drive at or below the advised speed if conditions (weather, road and vehicle) allow the applicant to drive safely at a higher speed.

Scoring

Yes if all applicable requirements are satisfied

No otherwise

See also

1. An Immediate Termination Error (*Excessive Speed*) should be recorded if the applicant exceeds the speed limit:
 - continuously for 5 seconds or more
 - by 5 km/h or more regardless of the duration
 - by any margin for any duration in an area identified by a speed limit sign with the additional words 'school' or 'school zone'. (Note: This applies only during the operating hours defined by the sign.)
2. If the applicant travels at 10 km/h or more below the speed limit for a substantial part of the stage, a Critical Error (*Too Slow*) should be recorded unless road or traffic conditions (e.g. travelling on a wet or unsealed road, or in congested or slow traffic) make it unsafe to travel closer to the speed limit. If a Critical Error (*Too Slow*) is recorded and *Speed Choice* is also being assessed for that task, **No** should be recorded for *Speed Choice*.

Example 1

Observed behaviour: During a straight drive downhill in a 60 km/h zone, the speed of the vehicle momentarily creeps up to 62 km/h. The applicant notices immediately and brakes, reducing the vehicle's speed back to 60 km/h within 2 seconds.

Assessment: The applicant did not exceed the speed limit for 5 seconds or more and did not exceed the speed limit by 5 km/h at any time. Assuming this was the applicant's only breach of the requirements, no penalty should be applied. **Yes** should be recorded for *Speed Choice*.

Example 2

Observed behaviour: During a straight drive in very heavy rain and poor visibility, the applicant drives at 55 km/h on an arterial road with a speed limit of 70 km/h. Other drivers are travelling well below the speed limit.

Assessment: Driving well below the speed limit is justified by the conditions. No penalty should be applied.

4.5 Following Distance

Item code: Foll Dist

Requirements

- When driving straight in good conditions, maintains a following distance of at least 2 seconds behind the vehicle ahead.
- When driving straight in poor conditions (e.g. on a wet or unsealed road), maintains a following distance of at least 3 seconds behind the vehicle ahead.
- After changing lanes, resumes the applicable following distance (2 or 3 seconds, depending on conditions) behind the vehicle in front as soon as practicable.

Scoring

Yes if the applicable requirement is satisfied

No if the applicable requirement is not satisfied

NA if there is no traffic within 5 seconds ahead and the applicant does not have to maintain a safe following distance

Explanation

The applicant needs more time and distance to stop the vehicle if a hazard is detected in poor conditions (such as on a wet or unsealed road) than in good conditions. Applying 2 and 3 second gaps is consistent with information provided to drivers in VicRoads handbooks and educational resources.

4.6 Lateral Position

Item code: Lat Pos

Requirements

- On roads with more than one lane marked for the applicant's direction of travel, selects an appropriate lane for the driving task, including:
 - When turning left or right from a road with marked lanes, commences the turn from a lane from which the relevant turn (left or right) is permitted.
 - When turning into a multi-lane road, complies with road markings (if any) that require the turn to finish in a particular lane; and does not mislead other drivers by turning towards one lane and then changing direction to finish in a different lane.
 - When travelling straight through an intersection, does not select a lane marked for turning traffic only.
 - Does not drive in a bicycle-only lane (except when entering or leaving the road, pulling over to or out from the kerb or overtaking a right-turning vehicle, in which cases the applicant is permitted to drive in a bicycle lane for up to 50 metres).
 - Does not travel in the left lane if it is intermittently blocked by parked vehicles and another lane is available.
- When turning right:
 - keeps left of the centre line (if any) or centre of the road (if no centre line) when entering the intersection and when leaving the intersection (see Figure 7, Figure 8, Figure 10, Figure 11 and Figure 12)
 - if turning from a road without marked lanes, enters the intersection as near as practicable to the centre line (if any) or the centre of the road (see Figure 9)
 - if turning right at an intersection other than a T-intersection or a roundabout, passes to the right of the centre of the intersection, unless road markings or a 'Hook turn only' sign impose a different requirement. Note that it may be difficult to judge where the centre of the intersection is located, so applicants should be penalised only for very clear breaches of this requirement.
- When turning left:
 - does not cross the centre line of either the road the applicant is turning from or the road the applicant is turning into (see Figure 15)
 - if turning left from a road without marked lanes, commences the turn from as near as practicable to the left side of the road (see Figure 14).
- Positions the vehicle wholly within the lane (except when changing lanes) and does not wander from side to side within the lane.
- When driving along a road with only one lane or line of traffic for the applicant's direction of travel, positions the vehicle as near as practicable to the left side of the road. Note that it is not considered practicable to drive close to the left side of the road if this would require the applicant to diverge frequently around parked vehicles (see Figure 16, Figure 17 and Figure 18).
- Maintains a lateral clearance of at least 1.2 metres from parked vehicles whenever possible (see Figure 16).

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

Scoring

Yes if all applicable requirements are satisfied

No otherwise

See also

Lateral Position is also assessed as a Stage Assessment Item in both stages of the test.

Explanation

Driving unnecessarily in the kerbside lane when there are parked vehicles should be avoided because it results in frequent lane changes or diverges that could potentially create conflicts with other vehicles.

Keeping a 1.2 metre (car door width) clearance from parked vehicles allows for the possibility that the parked vehicle's occupant may open the door without first checking it is safe to do so. However, in some situations (e.g. narrow local streets with cars parked on both sides) keeping the desired clearance may not be possible.

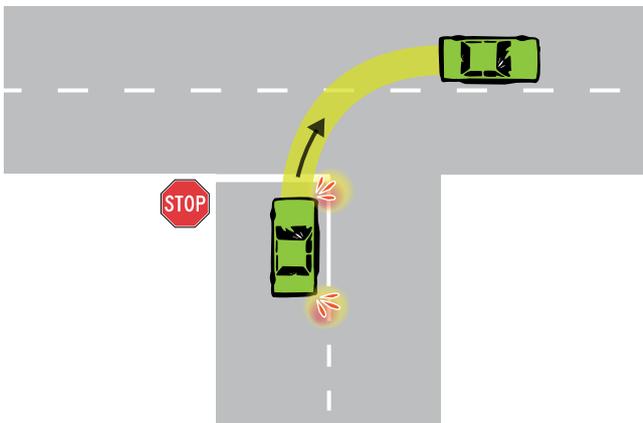


Figure 7: Correct lateral position on a right turn, keeping left of centre when entering and leaving the intersection.

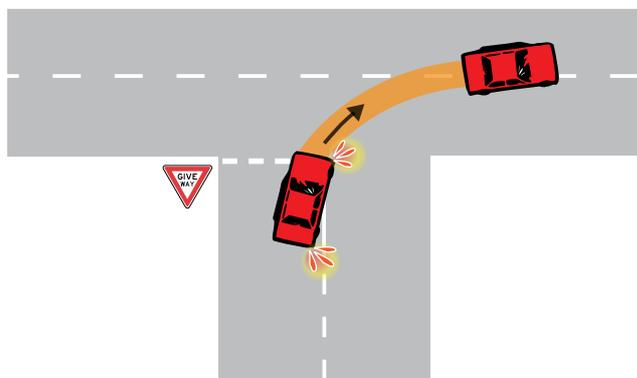


Figure 8: Incorrect lateral position on a right turn, failing to keep left of centre when entering and leaving the intersection.

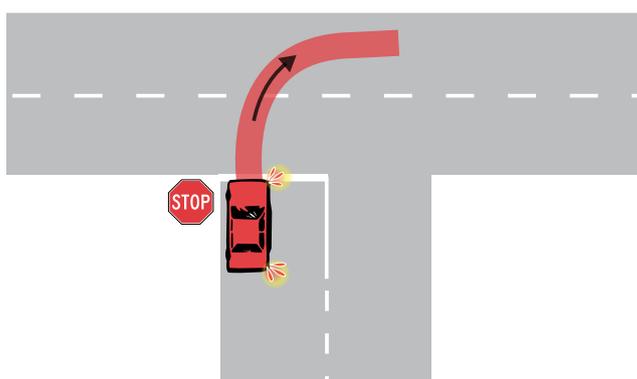


Figure 9: Incorrect lateral position on a right turn from a road with no marked lanes, failing to enter the intersection as near as practicable to the centre line.

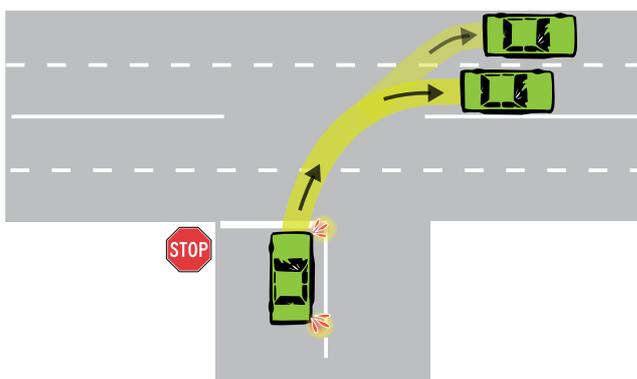


Figure 10: Correct lateral position for a right turn into a multi-lane road.

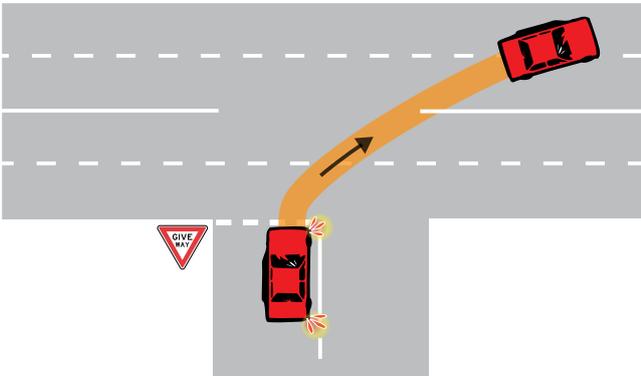


Figure 11: Incorrect lateral position for a right turn into a multi-lane road, failing to keep left of centre when leaving the intersection.

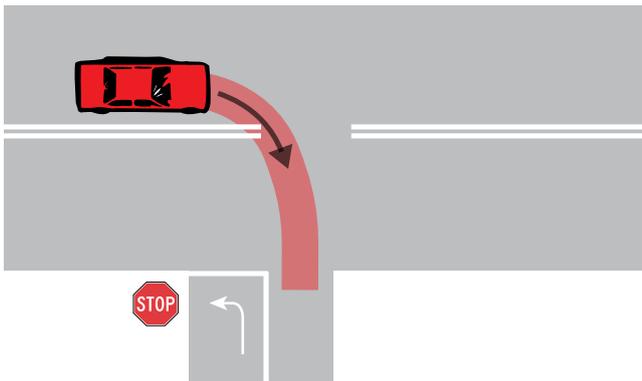


Figure 12: Incorrect lateral position for a right turn, cutting across a double continuous centre line.

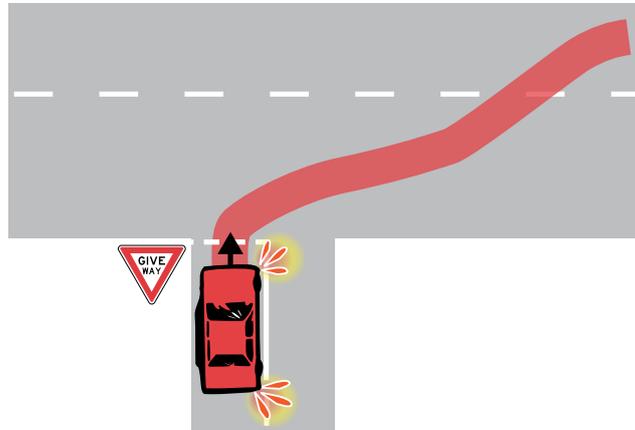


Figure 13: Incorrect lateral position for a right turn, possibly recorded as an Immediate Termination Error (*Other Dangerous Action or Intervention*) if there is traffic approaching from the right.

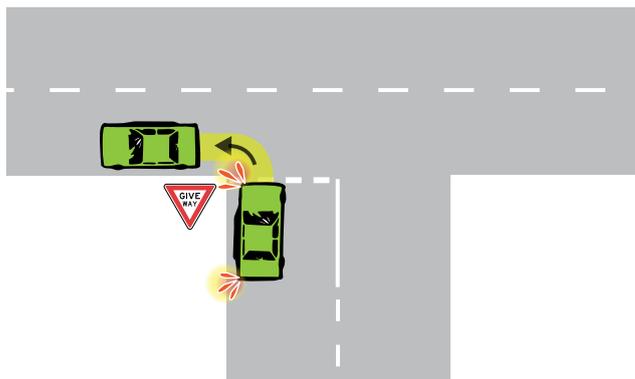


Figure 14: Correct lateral position for a left turn from a road with no marked lanes, entering the intersection as near as practicable to the left side of the road.

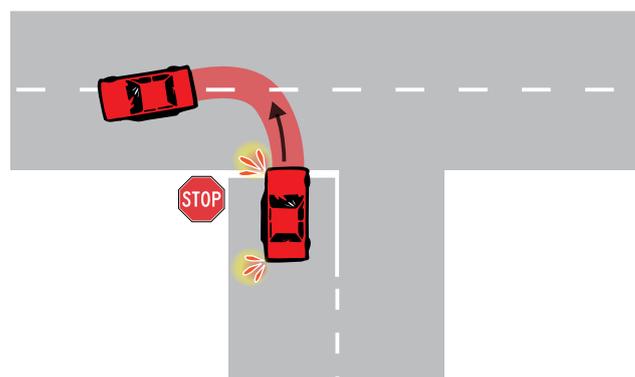


Figure 15: Incorrect lateral position for a left turn, crossing the centre line of the road the applicant is turning into.

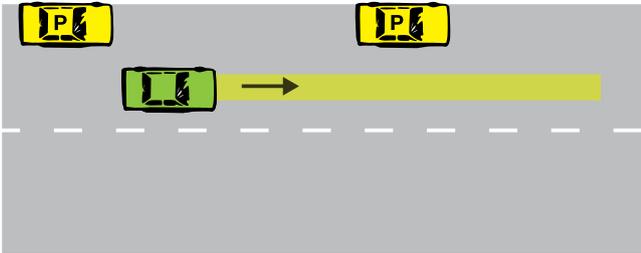


Figure 16: Correct lateral position when cars are parked at the left side of the road. (Note: 'P' indicates a parked vehicle.)

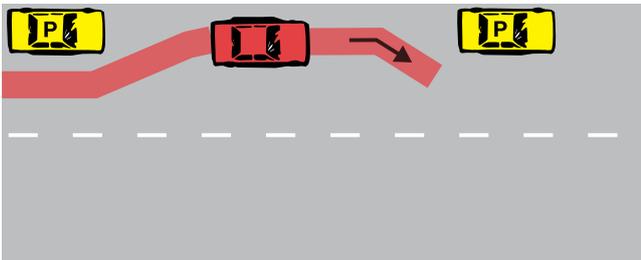


Figure 17: Incorrect lateral position when cars are parked at the left side of the road. (Note: 'P' indicates a parked vehicle.)

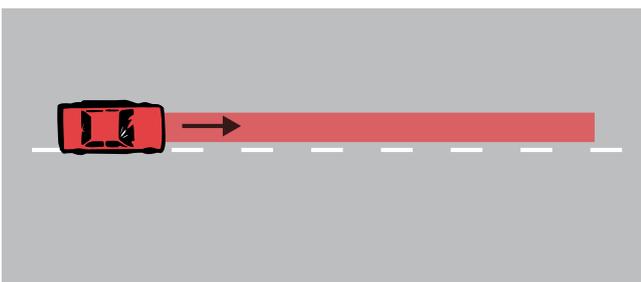


Figure 18: Incorrect lateral position on a road with only one lane or line of traffic for the applicant's direction of travel, failing to keep as near as practicable to the left side of the road.

4.7 Parking Observation

Item code: Prk Obs

Requirements

- When reverse parking, looks out the rear window of the vehicle immediately before reversing.

Scoring

Yes if the requirement is satisfied

No otherwise

4.8 Parking Movement

Item code: Prk Mvt

Requirements

- Completes the reverse park in no more than 4 vehicle movements and in no more than 2 minutes (unless traffic conditions make this unreasonable).
- Does not reverse more than 7 metres behind the rear of the vehicle in front (measured from the rear of the parked vehicle to the front of the applicant's car) (see Figure 19).
- Finishes with the front and rear left wheels within 300 mm of the kerb.
- Finishes with the front of the car between 1 and 2 metres behind the rear of the vehicle in front.
- Does not hit the kerb heavily enough to cause discomfort to vehicle occupants.
- Does not allow any wheel to mount the kerb while parking.

Scoring

Yes if all requirements are satisfied

No otherwise

Notes

1. If one or more tyres contact the kerb but not heavily enough to cause discomfort to vehicle occupants and without mounting the kerb, no penalty is recorded.
2. If an applicant has used more than the 2 minutes permitted and has not completed the park:
 - **No** should be recorded for *Parking Movement*
 - the LTO may decide to abandon the reverse park and continue the Drive Test.

See also

1. If the applicant allows one wheel of the vehicle to mount the kerb while parking, but no other road user takes evasive action and there is no danger to road users or property, a Critical Error (*Mount Kerb*) should be recorded (and **No** should be recorded for *Parking Movement*).
2. An Immediate Termination Error (*Collision*) should be recorded if the applicant:
 - allows one wheel to mount the kerb either causing a road user to take evasive action or creating a danger to property
 - allows more than one wheel to mount the kerb.

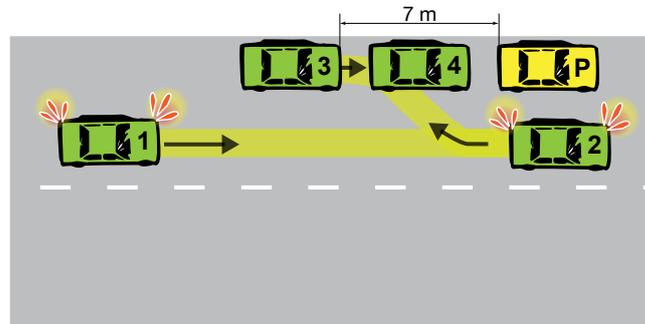


Figure 19: Correct parking movement. Note that the applicant is required to maintain a turn signal (assessed under *Signalling*) at positions 1 and 2. (Note: 'P' indicates a parked vehicle.)

4.9 Leaving Parking

Item code: Lve Park

Requirements

- Makes a head check after activating the turn indicator immediately before pulling out from the kerb.
- Pulls out from the kerb in either one or two movements (i.e. one reverse movement if required, and one forward movement) (see Figure 20).

Scoring

Yes if all requirements are satisfied

No otherwise

See also

1. The applicant is also required to signal before pulling out from the kerb. This is assessed under *Signalling* (Section 4.2).
2. If the applicant allows one wheel of the vehicle to mount the kerb while leaving parking, but no other road user takes evasive action and there is no danger to property, a *Critical Error (Mount Kerb)* should be recorded.
3. An *Immediate Termination Error (Collision)* should be recorded if the applicant:
 - allows one wheel to mount the kerb either causing a road user to take evasive action or creating a danger to property
 - allows more than one wheel to mount the kerb.

Explanation

The head check must be done immediately before pulling out from the kerb to ensure there is not enough time for another vehicle to move into a dangerous position after the head check and before pulling out.

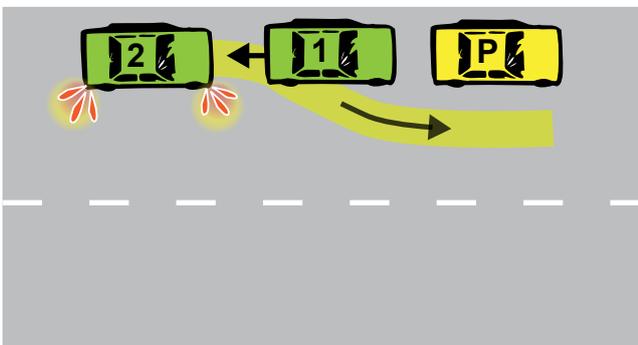


Figure 20: Leaving parking, using one reverse movement and one forward movement. (Note: 'P' indicates a parked vehicle.)

4.10 Turning Movement

Item code: Turn Mvt

When performing a three-point turn, the applicant is free to choose whether or not to pull over to the left kerb before turning across the road to the right (see Figure 21). The applicant is also free to choose whether to turn between the kerbs or to make use of a driveway on the right side of the road (see Figure 22).

Requirements

- If electing to commence by pulling over to the left kerb, positions the car parallel to and within 300 mm of the left kerb.
- Moves across the road to the right kerb or into a driveway without hitting any kerb hard enough to cause discomfort to vehicle occupants and without allowing any wheel to mount a kerb.
- If electing to use a driveway, does not allow the vehicle to enter private property (see Figure 23).
- Reverses away from the kerb or out of the driveway without hitting any kerb hard enough to cause discomfort to vehicle occupants and without allowing any wheel to mount a kerb.
- Returns to the correct side of the road when driving off as the manoeuvre is completed.
- Completes the manoeuvre in no more than 2 minutes and without moving across the road to the right more than once.

Scoring

Yes if all applicable requirements are satisfied

No otherwise

See also

1. The applicant is also required to signal before pulling over to the kerb (if applicable) and before moving across the road to the right. This is assessed under *Signalling* (Section 4.2).
2. If the applicant allows one wheel of the vehicle to mount the kerb while performing the three-point turn, but no other road user takes evasive action and there is no danger to property, a Critical Error (*Mount Kerb*) should be recorded (and **No** should be recorded for *Turning Movement*).
3. An Immediate Termination Error (*Collision*) should be recorded if the applicant:
 - allows one wheel to mount the kerb either causing a road user to take evasive action or creating a danger to property
 - allows more than one wheel to mount the kerb.

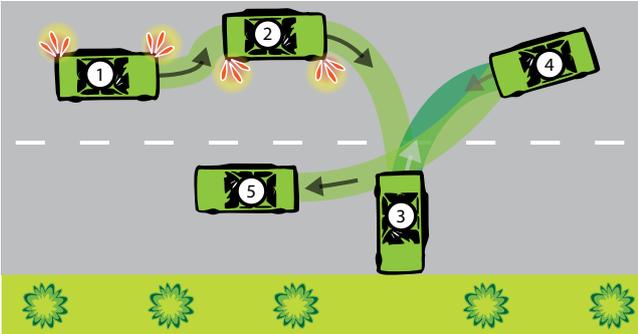


Figure 21: Three-point turn movements, including pulling over to the left kerb (optional).

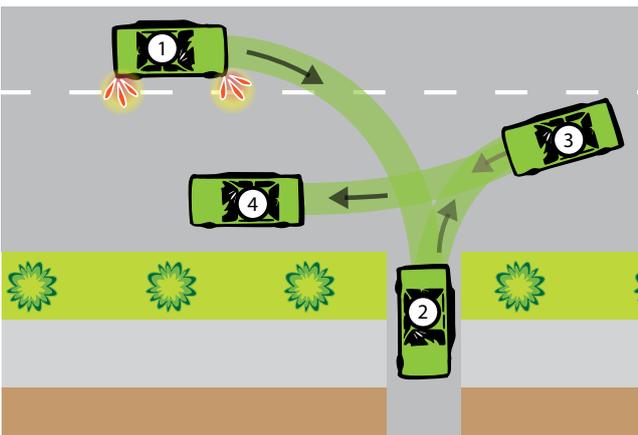


Figure 22: Three-point turn movements, including using a driveway (optional).

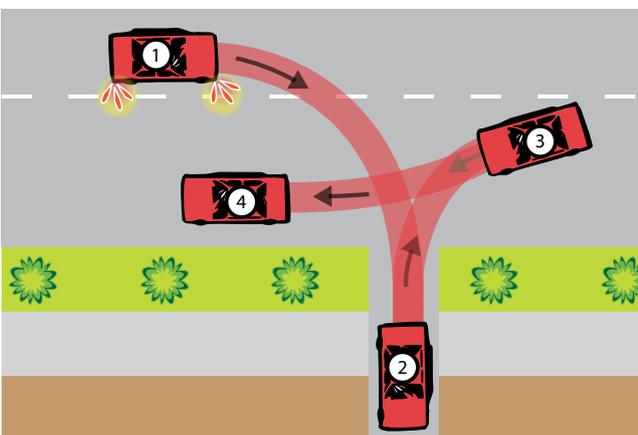


Figure 23: Incorrect three-point turn movement, travelling too far up the driveway and entering private property.

5. Stage Assessment Items

5.1 Lateral Position

Item code: Lat Pos

Requirements

The requirements for *Lateral Position* as a Stage Assessment Item are identical to the requirements for *Lateral Position* as a Task Assessment Item, as shown in Section 4.6. Only the scoring differs, as shown below.

Scoring

Yes if there are no more than two breaches of the requirements during the stage

No if there are three or more breaches of the requirements during the stage

See also

Lateral Position is also assessed as a Task Assessment Item for some assessable tasks. If a breach of the *Lateral Position* requirements occurs on one of these tasks, that breach results in a **No** for *Lateral Position* for that task and also contributes to the count of breaches for the stage.

Example

Observed behaviour: During an assessable straight drive, the applicant encroaches briefly but unnecessarily into a bicycle lane. Later in the same stage, during a linking manoeuvre, the applicant fails to maintain the desired 1.2 metre clearance from a parked car. There are no other breaches of the stated requirements during the stage.

Assessment: **No** is recorded for *Lateral Position* (Task Assessment Item) for the assessable straight drive because the requirements were breached during that task. However, there have been only two breaches of the requirements in total for the stage, so **Yes** should be recorded for *Lateral Position* (Stage Assessment Item) for the stage.

5.2 Control

Item code: Control

Requirements

- Speeds up and slows down smoothly.
- When driving a manual vehicle:
 - operates the clutch and gears so the vehicle moves smoothly
 - does not labour or over-rev the engine by selecting a gear too high or too low for the speed and situation
 - does not unnecessarily allow the vehicle to coast in neutral or with the clutch disengaged for more than 50 metres.

Scoring

Yes if there are no more than two breaches of the requirements during the stage

No if there are three or more breaches of the requirements during the stage

6. Critical Errors

6.1 Too Slow

Item code: Too Slow

Recorded if

- The applicant travels at 10 km/h or more below the speed limit for a substantial part of the stage (either Stage 1 or Stage 2).
- The applicant remains stationary for no good reason for more than 5 seconds when:
 - at traffic lights, the applicable signal has turned green, or
 - at a Stop or Give Way sign, all vehicles to which the applicant is required to give way have cleared the intersection, or
 - vehicles queued in front of the applicant have moved off.
- The applicant stops unnecessarily before driving through a pedestrian crossing or children's crossing when there are no pedestrians on or approaching the crossing.

Exception

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

See also

Driving too slowly is also recorded using the Task Assessment Item (*Speed Choice*), which is assessed for some tasks in Stage 2.

Explanation

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

This item should only be recorded **once** in each stage, if relevant.

6.2 Fail to Look

Item code: No Look

Recorded if

- When pulling out from the kerb, the applicant does not check the mirrors AND does not do a head check before moving off.
- When diverging left or right by at least the width of the car, the applicant does not check the mirrors AND does not do a head check before diverging.
- When changing lanes or partially changing lanes, the applicant does not check the mirrors AND does not do a head check before crossing the lane boundary.
- When required by the road rules to give way to conflicting traffic, the applicant fails to look for conflicting traffic before proceeding.

See also

When turning or diverging (including changing lanes or pulling out from the kerb), if the applicant fails to give way and causes another road user to take evasive action, an Immediate Termination Error (*Fail to Give Way*) is recorded.

Example 1

Observed behaviour: The applicant turns left at a Give Way sign. There is no conflicting traffic, but she approaches and turns at a speed that would make it impossible to assess potential hazards or conflicting traffic.

Assessment: In a situation where the applicant would be required to give way if any conflicting traffic were present, she must visually check for the presence of other traffic. Her speed during the turn was such that it would not be possible to assess potential conflicts. A Critical Error (*Fail to Look*) should be recorded.

Example 2

Observed behaviour: The applicant intends to proceed straight ahead through a cross-intersection controlled by a Stop sign. He stops correctly at the Stop sign then checks for traffic approaching from the right, but fails to check for traffic approaching from the left before proceeding through the intersection. There is no traffic approaching from the left.

Assessment: In a situation where the applicant would be required to give way if any conflicting traffic were present, he must visually check for the presence of other traffic. A Critical Error (*Fail to Look*) should be recorded.

6.3 Fail to Signal

Item code: No Signal

Recorded if

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

Exceptions

A Critical Error (*Fail to Signal*) should not be recorded if the applicant does not activate the signal before leaving a roundabout and it was practicable to do so. **No** should be recorded for *Signalling* if this occurs during an assessable driving task.

If the applicant signals when required but does not do so correctly (for example, the signal is not activated soon enough or is allowed to cancel too soon), a Critical Error (*Fail to Signal*) should not be recorded. **No** should be recorded for *Signalling* if this occurs during an assessable driving task.

See also

When turning or diverging (including changing lanes or pulling out from the kerb), if the applicant fails to give way and causes another road user to take evasive action, an Immediate Termination Error (*Fail to Give Way*) is recorded.

Example

Observed behaviour: The applicant turns right from a right-turn-only lane without giving any turn signal. No other road user takes evasive action.

Assessment: A signal is always required when turning, regardless of the lane markings or the presence of other road users. A Critical Error (*Fail to Signal*) should be recorded.

6.4 Block Pedestrian Crosswalk

Item code: Block Ped

Recorded if

- The applicant stops the vehicle on or partly on a children's crossing, pedestrian crossing or marked foot crossing.

Exception

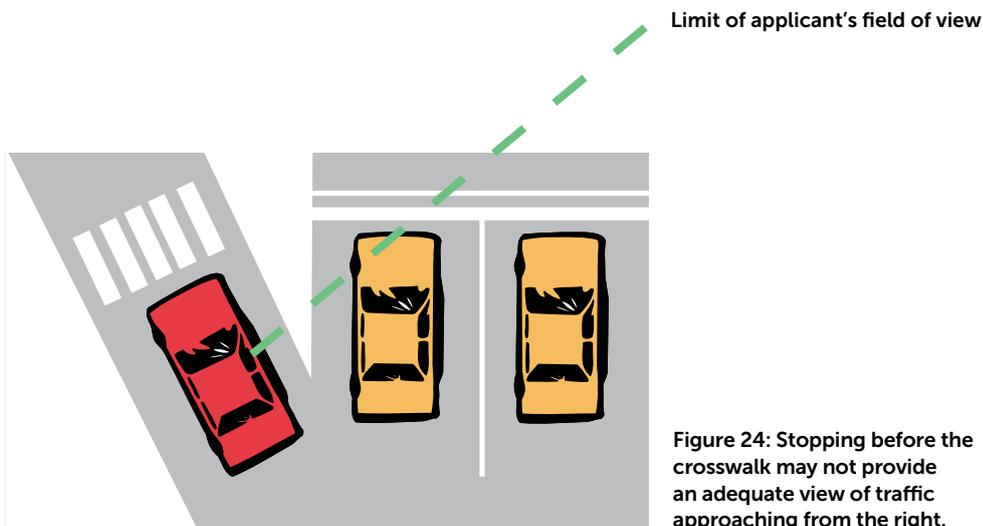
- The applicant is not penalised for stopping the vehicle on a crosswalk if it is necessary to do so to view approaching traffic before completing a turn at an intersection (see Figure 24). However:
 - If more than one vehicle is queuing to make the turn, this exception applies only to the first vehicle in the queue (see Figure 25).
 - Before stopping on the crosswalk, the applicant must take all reasonable care to ensure that no pedestrian has to take evasive action.

See also

If the applicant stops the vehicle at a position that intrudes onto or blocks a pedestrian crosswalk (children's crossing, pedestrian crossing or marked foot crossing) and a pedestrian takes evasive action and the exception described above does not apply, an Immediate Termination Error (*Stop at Dangerous Position*) is recorded.

Explanation

For the safety of pedestrians a driver should not stop a vehicle in a position that blocks a children's crossing, a marked foot crossing or pedestrian crossings. However, in some cases (for example in some left-turn slip lanes) it may be necessary for the first queued vehicle to stop on the crosswalk if an adequate view of approaching traffic cannot be obtained by stopping before the crosswalk. Victoria has introduced an amendment to the Road Rules to prohibit stopping on crossings except under such special circumstances.



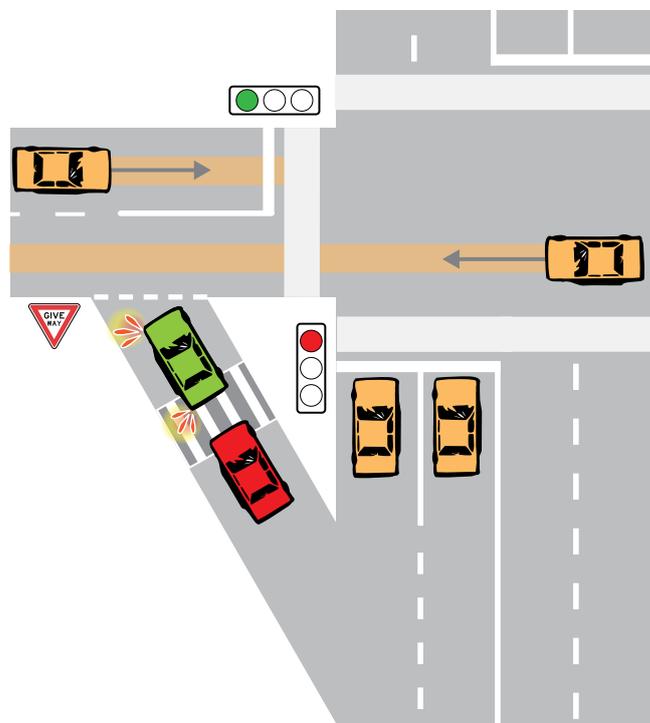


Figure 25: The second queued vehicle should not encroach on the pedestrian crossing until the first vehicle has departed.

6.5 Mount Kerb

Item code: Kerb

Recorded if

- While entering or leaving a parking space or performing a three-point turn, the applicant allows one wheel of the vehicle to mount the kerb.

Note

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

See also

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

6.6 Stall

Item code: Stall

Recorded if

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

See also

If the applicant requires physical or verbal assistance to start or re-start the vehicle after a stall (or at any other time in the test), an Immediate Termination Error (*Intervention*) is recorded.

Explanation

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

6.7 Incomplete Stop

Item code: Incompl Stop

Recorded if

- When stopping at a Stop sign, the applicant slows and pauses, but fails to bring the vehicle to a complete stop (with the wheels motionless) behind, but within 2 metres of, the stop line.
- When stopping at a Stop sign, traffic lights or children's crossing, the applicant stops with part or all of the vehicle beyond the stop line, but the vehicle does not intrude into the pedestrian crosswalk (see Figure 26).

See also

1. If the applicant drives past a Stop sign without clearly demonstrating an intention to stop, an Immediate Termination Error (*Fail to Stop*) is recorded, regardless of whether there is any conflict with other traffic.
2. This Critical Error should not be used if the incomplete stop occurs at a railway level crossing. If the applicant fails to bring the vehicle to a complete stop in the correct position at a railway level crossing when required to do so, an Immediate Termination Error (*Fail to Stop*) is recorded.
3. If the applicant does not stop at a red traffic light (or associated stop line), an Immediate Termination Error (*Fail to Stop*) is recorded.
4. If the applicant stops beyond the stop line and the vehicle intrudes into the pedestrian crosswalk, but no pedestrian is affected, a Critical Error (*Block Pedestrian Crosswalk*) is recorded.
5. If, when stopping at a Stop sign, traffic lights or children's crossing, the applicant fails to bring the vehicle to a complete stop behind the stop line, and as a result creates a conflict with a pedestrian or an approaching vehicle on the intersecting road, an Immediate Termination Error (*Stop at Dangerous Position or Fail to Give Way*) is recorded.

Example 1

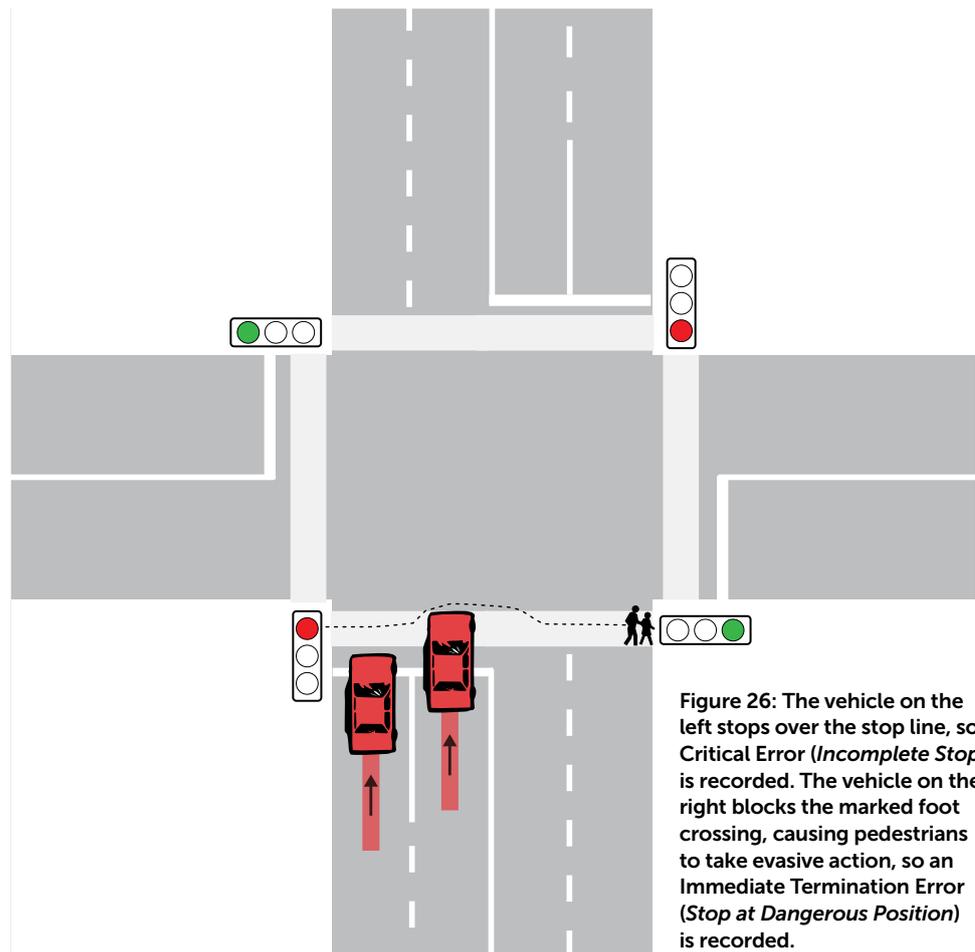
Observed behaviour: The applicant slows when approaching a Stop sign and comes very close to a complete stop at the appropriate position while giving way to a vehicle on the intersecting road. However, the vehicle pauses but does not come to a complete stop with the wheels motionless.

Assessment: The applicant has failed to come to a complete stop. A Critical Error (*Incomplete Stop*) should be recorded.

Example 2

Observed behaviour: The applicant approaches a Stop sign and stops with the front of the vehicle projecting half a metre beyond the stop line. Due to the presence of a parking lane on the intersecting road, no conflict is created with vehicles on the intersecting road.

Assessment: The applicant has stopped, but failed to come to a complete stop at the appropriate position. A Critical Error (*Incomplete Stop*) should be recorded.



6.8 Other Illegal Action

Item code: Other Illegal

If a Critical Error (*Other Illegal Action*) is recorded, the LTO must also record the nature of the illegal action on the score sheet in the space marked 'OTHER ILLEGAL'.

Recorded if

- The applicant performs an illegal driving action not specified and recorded under any other Critical Error.

Exceptions

- If the applicant gives a turn/diverge signal that starts too late or finishes too early, a Critical Error (*Other Illegal Action*) should not be recorded. **No** should be recorded for *Signalling* if the task is assessable. However, if a required turn/diverge signal is omitted altogether, a Critical Error (*Fail to Signal*) should be recorded.
- If the applicant breaches the *Lateral Position* requirements stated in Section 4.6, a Critical Error (*Other Illegal Action*) should only be recorded if the applicant:
 - turns from a lane marked for straight-through traffic only, or
 - drives straight through an intersection from a lane marked for turning traffic only, or
 - drives for more than 50 metres in (or partly in) a bicycle lane, or
 - drives for more than 50 metres on (or partly on) the wrong side of the road.

For all other breaches of the *Lateral Position* requirements, a Critical Error (*Other Illegal Action*) should not be recorded.
- If, when directed to pull over to the kerb at the end of Stage 1, the applicant stops the car very close to (but not blocking) a driveway, a Critical Error (*Other Illegal Action*) should not be recorded.

See also

An Immediate Termination Error is recorded if the applicant performs an illegal driving action that:

- is listed in Section 7 (Immediate Termination Errors)
- causes another road user to take evasive action
- causes immediate danger to road users or property
- will cause immediate danger to road users or property if the LTO or instructor does not intervene
- unnecessarily increases the risk of a collision.

Example 1

Observed behaviour: The applicant turns right from a lane marked for straight-through traffic only. No other road user needs to take evasive action.

Assessment: Disobeying arrows painted on the road surface contravenes the road rules. A Critical Error (*Other Illegal Action*) should be recorded.

Example 2

Observed behaviour: The applicant turns right from a lane marked for straight-through traffic only. The driver of a vehicle in the lane to the right of the applicant is forced to slow down to avoid a possible collision.

Assessment: Because the driving action caused another road user to take evasive action, an Immediate Termination Error (*Other Dangerous Action*), not a Critical Error (*Other Illegal Action*), should be recorded.

Example 3

Observed behaviour: The applicant approaches a green traffic signal, which turns yellow while the applicant is still far enough away to stop safely. The applicant proceeds through the intersection while the signal is yellow. No other road user is affected.

Assessment: Drivers are required to stop at a yellow traffic signal if they can do so safely. The applicant has failed to comply with this requirement, so a Critical Error (*Other Illegal Action*) should be recorded.

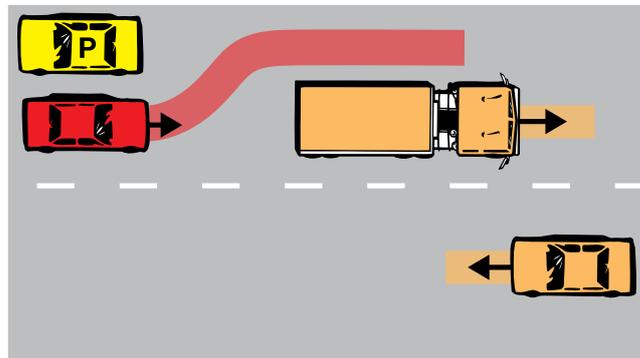


Figure 27: Overtaking on the left is not permitted on roads with only one marked lane for the applicant's direction of travel, so a Critical Error (*Other Illegal Action*) is recorded. (Note: 'P' indicates a parked vehicle.)

7. Immediate Termination Errors

7.1 Intervention

Item code: Intervention

If an Immediate Termination Error (*Intervention*) is recorded, the LTO must also record the reason for the intervention on the score sheet in the space marked 'OTHER DANGER/ INTERVENTION'.

Recorded if

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

Exceptions

- The applicant is not penalised if the LTO repeats or clarifies an instruction while the assessment is in progress.
- The applicant is not penalised if the LTO has to instruct the applicant to switch the headlights from high beam to low beam, provided this happens only once. If a second reminder is required during the Drive Test, an Immediate Termination Error (*Intervention*) should be recorded.

Explanation

In most cars, the dashboard high-beam warning is easy to miss in daylight. Ensuring that the headlights remain on low beam in daylight is a skill that is relevant only to the Drive Test and not to normal driving, since most drivers will choose to drive with their headlights off in daylight once they have a probationary or full licence.

Example 1

Observed behaviour:

The applicant has forgotten to release the handbrake so is unable to move off.

Assessment:

If the applicant realises what has happened and releases the handbrake without any intervention and before any dangerous situation develops, no error should be recorded.

If the applicant does not realise what has happened and a dangerous situation develops, an Immediate Termination Error (*Other Dangerous Action*) should be recorded.

If the LTO or instructor has to verbally prompt the applicant to release the handbrake, an Immediate Termination Error (*Intervention*) should be recorded.

Example 2

Observed behaviour: Approaching a signalised intersection, the LTO has instructed the applicant, 'At the traffic lights, turn right into the left lane'. During the turn, the LTO reminds the applicant, 'Make sure you turn into the left lane'.

Assessment: Repeating or clarifying an instruction to the applicant is permitted. No error should be recorded.

Example 3

Observed behaviour: Approaching a Stop sign, the LTO assesses that the applicant is driving too fast to stop safely at the stop line and intervenes verbally.

Assessment: The LTO has intervened to prevent the development of an unsafe situation. An Immediate Termination Error (*Intervention*) should be recorded.

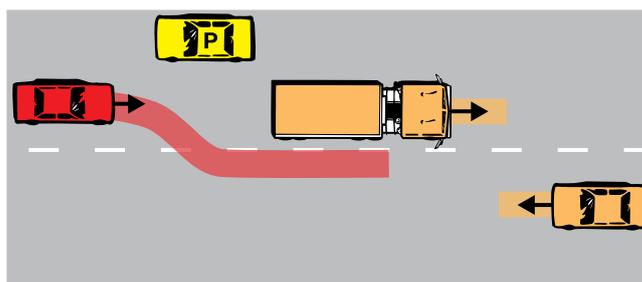


Figure 28: If an applicant commences a manoeuvre that will cause immediate danger, the instructor or LTO should intervene. (Note: 'P' indicates a parked vehicle.)

7.2 Disobey Direction

Item code: Disobey

Recorded if

- The applicant repeatedly (on three occasions) disobeys a lawful direction given by the LTO.
- The applicant disobeys a direction given by a member of the Victoria Police.

Exception

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

Example 1

Observed behaviour: The applicant is driving in the left lane of an arterial road with two lanes of traffic in each direction. The LTO initiates Task 7 (lane change right in preparation for a turn) by instructing the applicant, 'At the next traffic lights, turn right'. The applicant checks the appropriate mirrors and activates the right-turn indicator, but lacks the confidence to complete the lane change required before the turn. As a result, she travels through the intersection without making the turn as instructed.

Assessment: The applicant's failure to comply with the instruction from the LTO was not deliberate. It was a result of lack of skill at performing lane changes, so an Immediate Termination Error (*Disobey Direction*) should not be recorded. However, if there was a safe gap in which a competent driver could have completed the lane change, *Gap Selection* for the lane change should be recorded as **No**.

Example 2

Observed behaviour: The applicant is driving in the left lane of an arterial road with two lanes of traffic in each direction. The LTO instructs the applicant, 'When safe, move to the right lane'. The applicant checks the mirrors but does not signal, do a head check or change lanes.

Assessment: The absence of any signal or head check demonstrates that the applicant has not attempted to obey the instruction. This counts as one occasion of disobeying a direction. If three such incidents of wilful failure to obey a direction occur, an Immediate Termination Error (*Disobey Direction*) should be recorded.

Example 3

Observed behaviour: The applicant is driving in a local street approaching an intersection with a multi-lane arterial road. The LTO instructs the applicant, 'At the end of the street, turn left into the right lane.' When the applicant is stationary at the give-way line, the LTO reminds the applicant, 'Make sure you turn into the right lane'. However, the applicant turns into the left lane instead of the right lane.

Assessment: This counts as one occasion of disobeying a direction. If three such incidents occur, an Immediate Termination Error (*Disobey Direction*) should be recorded.

7.3 Collision

Item code: Collision

Recorded if

- While entering or leaving a parking space or performing a three-point turn, one wheel mounts the kerb causing another road user to take evasive action or causing danger to property.
- While entering or leaving a parking space or performing a three-point turn, two or more wheels mount the kerb.
- Any wheel mounts the kerb at any time other than while entering or leaving a parking space or performing a three-point turn (see Figure 31).
- The vehicle strikes a kerb heavily, causing discomfort to vehicle occupants (see Figure 29).
- The vehicle touches any stationary object (such as a sign, fence, pole, tree or rubbish bin) other than a kerb.
- The vehicle touches any other vehicle or road user (pedestrian or cyclist).

Exceptions

- The applicant is not penalised if their vehicle collides with another vehicle or road user and the collision is the fault of the other road user and the applicant did not contribute to the collision.
- An Immediate Termination Error (*Collision*) is not recorded if the applicant drives over part of the central island of a roundabout and that part of the central island is designed to be driven on by heavy vehicles. In this case, a Critical Error (*Other Illegal Action*) should be recorded.

See also

1. If the applicant's vehicle contacts a kerb (for example, while turning left or right or negotiating a roundabout), but does not strike the kerb heavily enough to cause discomfort to vehicle occupants, this counts as one error (out of a permitted maximum of two) for the *Lateral Position* Stage Assessment Item.
2. When entering or leaving a parking space or performing a three-point turn, if the applicant allows one wheel of the vehicle to mount the kerb, but no road user takes evasive action and there is no danger to property, a Critical Error (*Mount Kerb*) is recorded.

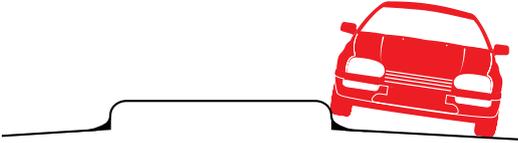


Figure 29: Immediate Termination Error (*Collision*)
– mounting the kerb of a roundabout or striking the kerb hard enough to cause discomfort to vehicle occupants.

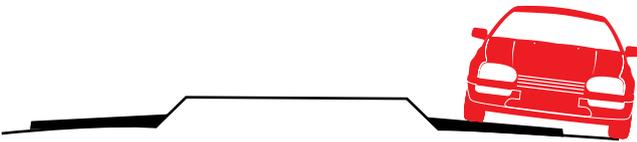


Figure 30: Critical Error (*Other Illegal Action*)
– driving on a part of the roundabout intended for use only by heavy vehicles.



Figure 31: Immediate Termination Error (*Collision*)
– mounting or driving over a part of the roundabout not intended to be driven on by any vehicles.

7.4 Fail to Give Way

Item code: Give Way

Recorded if

- When merging or diverging (including lane changes), the applicant fails to signal, resulting in another road user taking evasive action.
- When merging or diverging (including lane changes), the applicant both fails to check mirrors and fails to perform a head check, resulting in another road user taking evasive action.
- Another road user (to whom the applicant should have given way) is forced to take evasive action because of the applicant's poor gap selection when:
 - turning
 - merging
 - diverging (including lane changes)
 - proceeding straight ahead at a Stop or Give Way sign
 - entering a roundabout.

See also

When diverging by at least the width of the car (including changing lanes), if the applicant fails to look for other traffic or fails to signal before diverging, but no evasive action is required from other road users, a Critical Error (*Fail to Look* or *Fail to Signal*) is recorded.

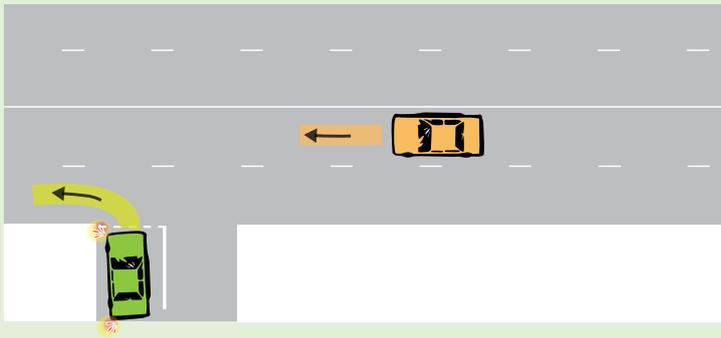
Example 1

Observed behaviour: The applicant intends to proceed straight ahead through a cross-intersection controlled by a Stop sign. He stops correctly at the Stop sign then checks for traffic approaching from the right, but fails to check for traffic approaching from the left before proceeding through the intersection. The driver of a vehicle approaching from the left is forced to slow down to avoid a possible collision.

Assessment: The applicant's failure to give way resulted in another road user taking evasive action. An Immediate Termination Error (*Fail to Give Way*) should be recorded.

Example 2

Observed behaviour: The applicant faces a Give Way sign at a T-intersection and is waiting to turn left into a road with two lanes in each direction. In the left lane of the intersecting road (the lane closest to the applicant), the nearest approaching vehicle from the right is 200 metres away. In the right lane of the intersecting road, the nearest approaching vehicle from the right is only 20 metres away and is not signalling an intention to change lanes. The applicant turns left into the left-most lane of the intersecting road without encroaching into the right lane.



Assessment: Since the applicant does not encroach into the lane occupied by the nearest approaching vehicle (and that vehicle was not signalling an intention to move into the lane into which the applicant turned), no failure to give way has occurred. No error should be recorded.

Example 3

Observed behaviour: The applicant is turning left at an intersection. A pedestrian at the intersection is about to step off the kerb to cross the road into which the applicant is turning. Seeing that the applicant is not stopping, the pedestrian stops and waits on the kerb for the applicant to pass, before walking across the road. The applicant completes the turn without stopping.

Assessment: The applicant's failure to give way has caused the pedestrian to take evasive action (stopping before crossing). An Immediate Termination Error (*Fail to Give Way*) should be recorded.

Example 4

Observed behaviour: The applicant is turning left via a slip lane. There is a pedestrian crossing across the slip lane from the footpath to the traffic island. The applicant approaches the crossing at a speed that would allow her to stop safely, if necessary, before the crossing. As the applicant approaches, a pedestrian is about to step off the footpath onto the crossing. Seeing that the applicant is not stopping, the pedestrian stops and waits on the kerb for the applicant to pass before crossing the slip lane. The applicant drives through the crossing without stopping.

Assessment: Under the road rules, the applicant is required to approach the crossing at a speed at which she could, if necessary, stop safely before the crossing, but is not required to give way to a pedestrian who is not yet on the crossing. An Immediate Termination Error (*Fail to Give Way*) should not be recorded.

Example 5

Observed behaviour: The applicant is turning left via a slip lane. There is a pedestrian crossing across the slip lane from the footpath to the traffic island. As the applicant approaches, a pedestrian steps off the footpath onto the crossing. Seeing that the applicant is not stopping, the pedestrian stops one pace onto the road and waits for the applicant to pass before walking the rest of the way across the slip lane. The applicant drives through the crossing without stopping.

Assessment: Under the road rules, the applicant is required to approach the crossing at a speed at which he or she could, if necessary, stop safely before the crossing, and is required to give way to a pedestrian who is on the crossing. The applicant's failure to give way caused the pedestrian to take evasive action (stopping to let the applicant pass). An Immediate Termination Error (*Fail to Give Way*) should be recorded.

Example 6

Observed behaviour: The applicant is approaching a cross intersection, intending to turn right. An oncoming vehicle is signalling the intention to turn left. Both vehicles are facing Give Way signs. There is no other traffic present. The applicant stops at the give-way line to allow the oncoming vehicle to make the left turn. However, the driver of the oncoming vehicle stops and waves the applicant to go first. The applicant turns right while the oncoming vehicle sits stationary at the give-way line.

Assessment: The applicant has stopped and allowed the other driver the opportunity to go first, so an Immediate Termination Error (*Fail to Give Way*) should not be recorded. The decision of the oncoming driver to give way does not constitute evasive action, since it was unnecessary. No penalty should be recorded.

7.5 Excessive Speed

Item code: Exc Speed

Recorded if

- The applicant exceeds the speed limit continuously for 5 seconds or more at any time during the test.
- The applicant exceeds the speed limit by 5 km/h or more, regardless of duration, at any time during the test.
- The applicant exceeds the speed limit by any margin for any duration in an area identified by a speed limit sign with the additional words 'school' or 'school zone'. (This applies only during the operating hours defined by the sign.)

See also

Driving too fast is also recorded using Task Assessment Item (*Speed Choice*), which is assessed for some tasks in Stage 2.

7.6 Stop at Dangerous Position

Item code: Dangerous Pos

Recorded if

- The applicant stops the vehicle at a position that intrudes onto or blocks a pedestrian crosswalk, causing a pedestrian to take evasive action (i.e. stop, slow, turn back, hurry or diverge around the vehicle).
- While waiting to turn right across oncoming traffic, the applicant stops the vehicle at a position that blocks a lane for oncoming traffic (other than a right-turn-only lane) (see Figure 32).
- While giving way at a Stop or Give Way sign or a T-intersection or stopping at a red traffic light, the applicant unnecessarily stops the vehicle at a position that intrudes into the intersecting traffic stream (see Figure 33, Figure 34 and Figure 35).

Exception

1. When giving way at a Stop or Give Way sign or at a T-intersection, the presence of parked vehicles on the intersecting road may make it necessary to stop partly in the intersection to look for intersecting traffic (see Figure 36). The applicant is not penalised for stopping beyond the stop or give-way line, provided that:
 - if at a Stop sign, the applicant first complies with the Stop sign before moving into the intersection
 - the applicant does not block a line of moving traffic travelling along the intersecting road but stops at a position protected by the line of parked vehicles
 - the applicant does not block the path of a vehicle that is already waiting to turn right or is approaching the intersection and signalling the intention to turn right into the street the applicant is emerging from
 - the applicant does not block the path of cyclists travelling along the intersecting road if such cyclists are present.
2. It may be necessary to stop the vehicle on a crosswalk to view approaching traffic before completing a turn at an intersection (see Figure 37). If the applicant takes all reasonable care to ensure that no pedestrian has to take evasive action, and it is necessary to stop on the crosswalk to view approaching traffic, the applicant is not penalised. If more than one vehicle is queuing to make the turn, this exception applies only to the first vehicle in the queue (see Figure 38).

See also

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

Explanation

Any evasive action by the pedestrian shows that the position of the vehicle created a dangerous situation. A pedestrian who diverges around a vehicle blocking a pedestrian crosswalk is at risk of being struck by other vehicles.

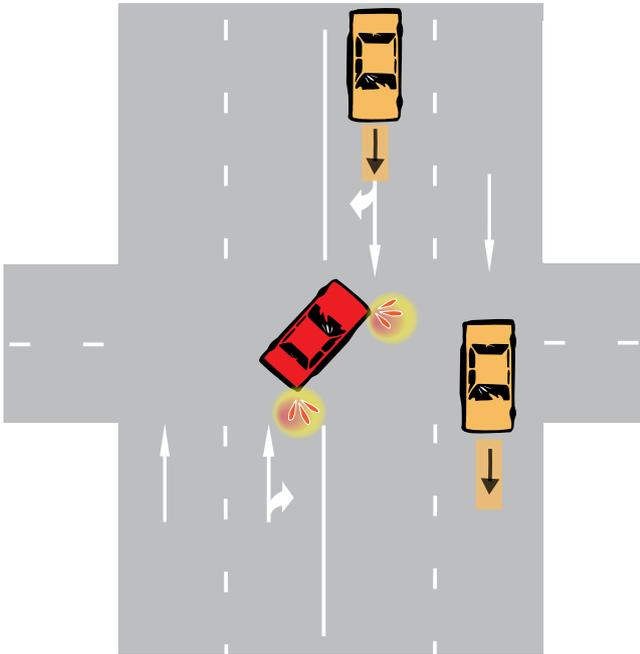


Figure 32: Stopping at a dangerous position while waiting to turn right, blocking a lane of oncoming traffic.

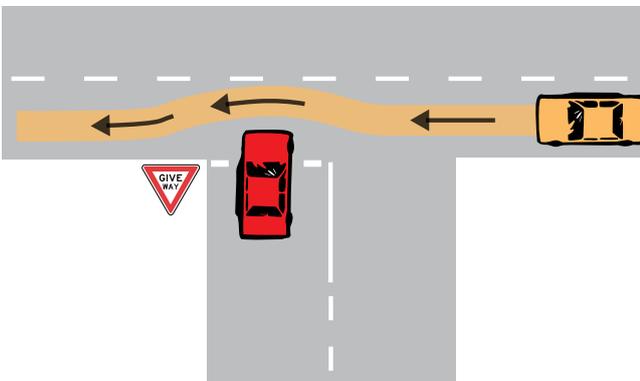


Figure 33: Stopping at a dangerous position that intrudes into a line of moving traffic.

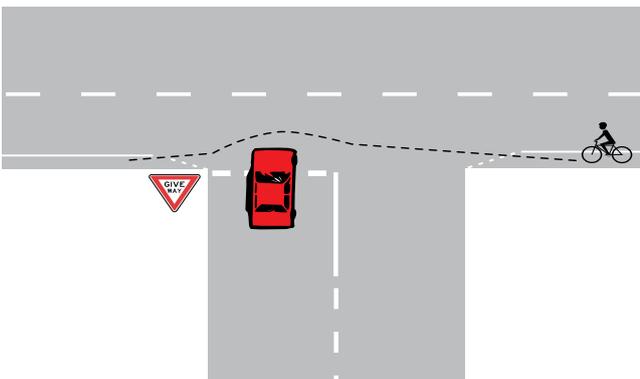
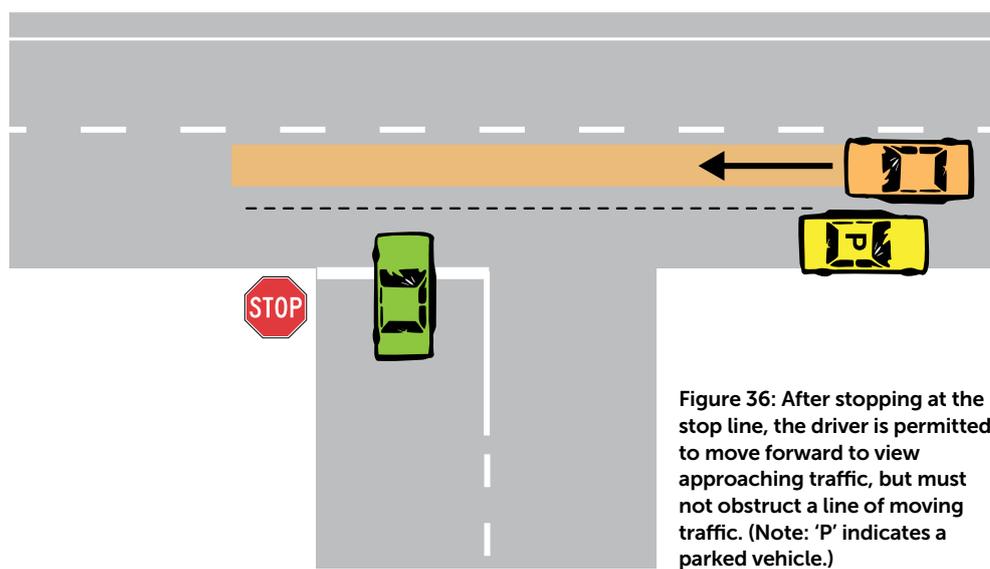
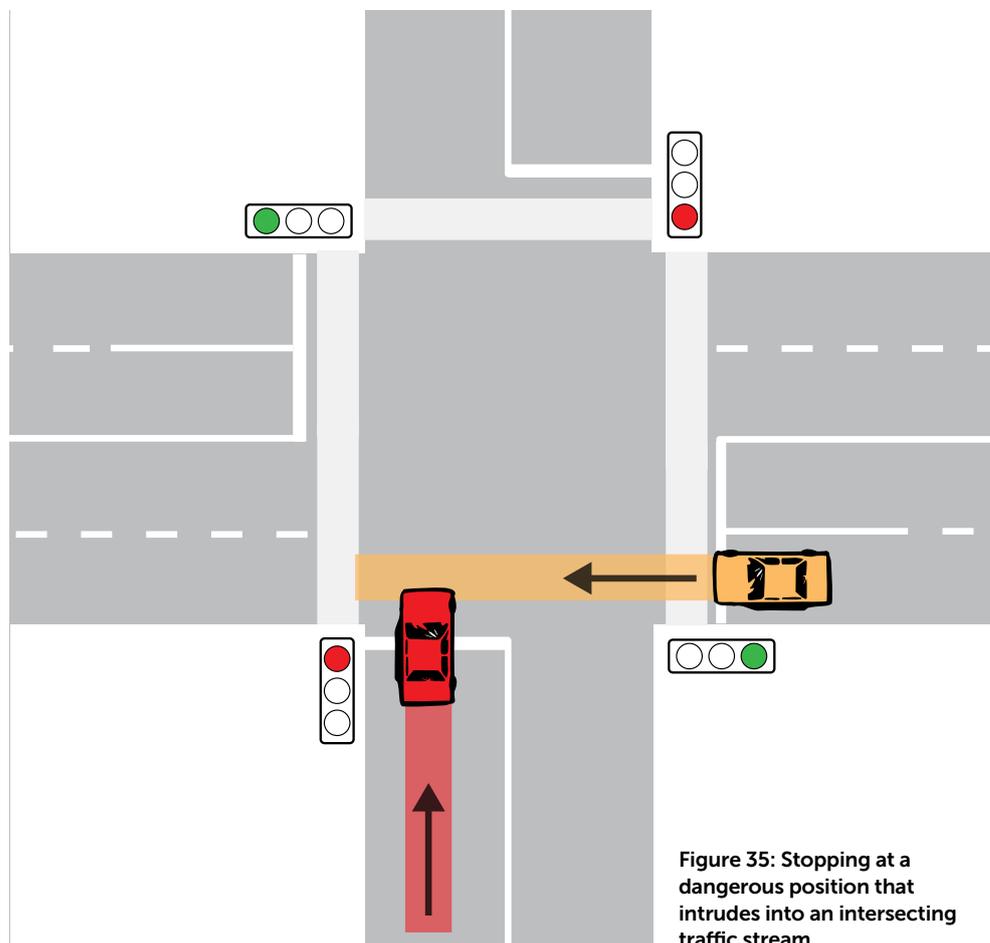


Figure 34: Stopping at a dangerous position that intrudes into the path of cyclists on the intersecting road.



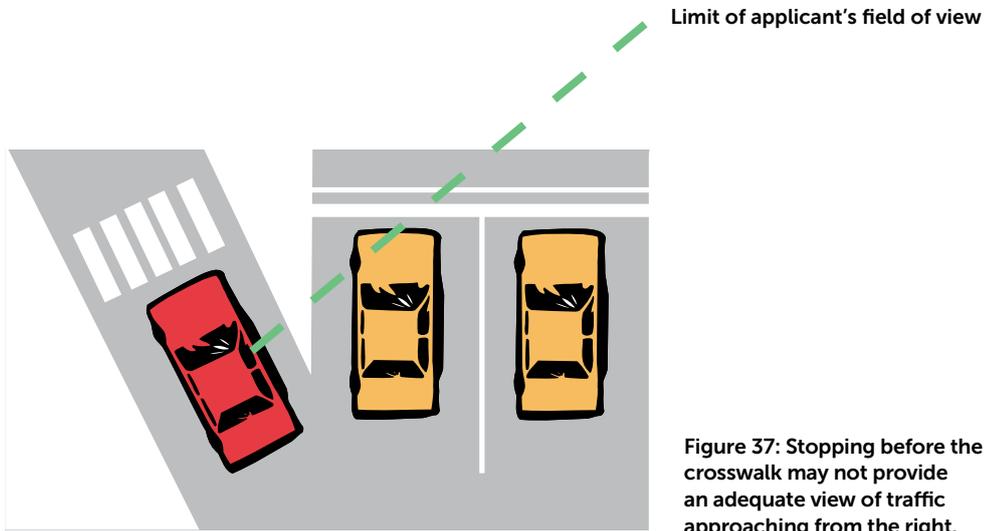


Figure 37: Stopping before the crosswalk may not provide an adequate view of traffic approaching from the right.

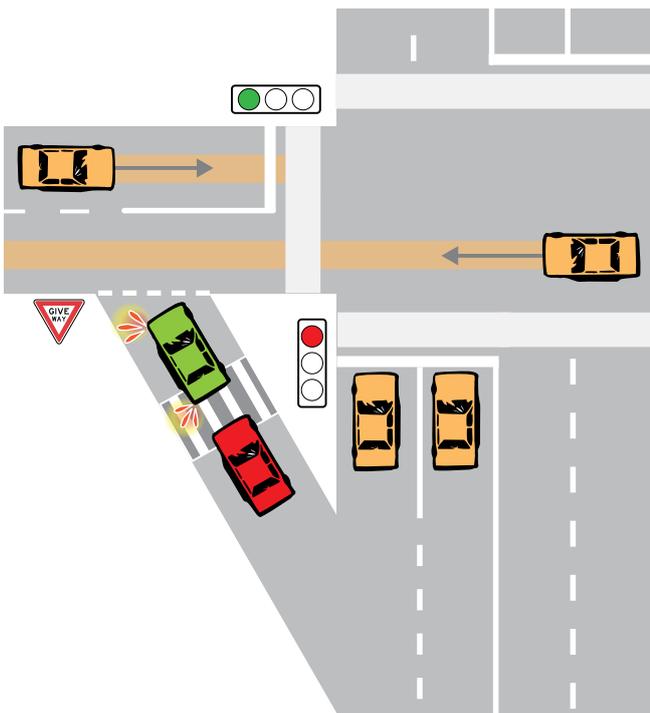


Figure 38: The second queued vehicle should not encroach on the pedestrian crossing until the first vehicle has departed.

7.7 Fail to Stop

Item code: Fail to Stop

Recorded if

- The applicant drives past a Stop sign without stopping.
- The applicant fails to stop when required to do so at:
 - a red traffic light (or associated stop line)
 - a railway level crossing.

See also

1. If the applicant clearly intends to stop at a Stop sign by slowing and pausing as they approach, but fails to bring the vehicle to a complete stop (with the wheels motionless) behind, but within 2 metres of, the stop line then a Critical Error (*Incomplete Stop*) is recorded.
2. If the applicant fails to bring the vehicle to a complete stop in the correct position at a railway level crossing when required to do so, an Immediate Termination Error (*Fail to Stop*) is recorded.

Example

Observed behaviour: The applicant intends to turn right at an intersection with traffic lights (but no arrow signals for right turns). The applicant enters the intersection when the lights are green and stops to wait for a gap in oncoming traffic. There is no safe gap until the lights turn red. As soon as it is safe to do so, the applicant completes the turn and leaves the intersection while the lights are red.

Assessment: An Immediate Termination Error (*Fail to Stop*) should not be recorded, since the traffic lights were green when the applicant entered the intersection.

7.8 Other Dangerous Action

Item code: Other Danger

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

Recorded if

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

- causes another road user to take evasive action (see Examples 1, 2 and 4 on the following pages)
- causes immediate danger to road users or property (see Examples 2 and 4)
- will cause immediate danger to road users or property if the LTO or instructor does not intervene
- unnecessarily increases the risk of a collision (see Examples 7–9).

Exception

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

See also

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

Explanation

Any dangerous action committed by the applicant during the test indicates they cannot yet be relied upon to drive independently and safely.

Example 1

Observed behaviour: While driving a manual vehicle on an arterial road, the applicant attempts to change gears but cannot select the desired gear. He coasts in neutral for some distance, gradually slowing to a speed much lower than surrounding traffic, causing drivers behind to slow markedly or overtake the applicant's vehicle.

Assessment: The applicant's lack of skill has caused a dangerous situation and other drivers have to take evasive action, so an Immediate Termination Error (*Intervention or Other Dangerous Action*) should be recorded.

Example 2

Observed behaviour: While driving on a multi-lane road, the applicant checks the mirrors, activates the turn indicator and commences to change lanes without doing a head check. Another vehicle in the next lane is forced to swerve or brake to avoid a collision.

Assessment: The applicant has caused immediate danger to another road user. An Immediate Termination Error (*Intervention or Other Dangerous Action*) should be recorded.

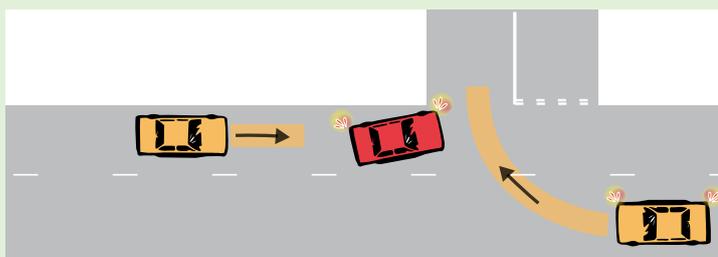
Example 3

Observed behaviour: While driving on a multi-lane road, the applicant checks the mirrors, activates the turn indicator and does a head check. Seeing another vehicle in the next lane, the applicant does not start to move across to the next lane. The driver of the vehicle in the next lane slows to let the applicant change lanes OR reacts with an angry gesture OR swerves away from the applicant's car.

Assessment: The reaction of the driver in the next lane was unnecessary, as the applicant did not start to move across to the next lane. The applicant did not create immediate danger of a collision. No penalty should be recorded.

Example 4

Observed behaviour: The applicant is turning left from an arterial road into a local street. He stops before turning and gives way to an oncoming right-turning vehicle when there is no legal requirement to do so. Because the applicant stops unexpectedly, the driver of the vehicle behind has to brake heavily to avoid a collision.



Assessment: The applicant's unexpected stop has caused a dangerous situation and other drivers have to take evasive action, so an Immediate Termination Error (*Other Dangerous Action*) should be recorded.

Example 5

Observed behaviour: The applicant is turning left from an arterial road into a local street. She stops before turning and gives way to an oncoming right-turning vehicle when there is no legal requirement to do so. There is no traffic behind the applicant and no-one is inconvenienced.

Assessment: The applicant's action did not create a dangerous situation, so no Immediate Termination Error should be recorded.

Example 6

Observed behaviour: While pulling out from the kerb, the applicant swings too wide and the vehicle partly encroaches on the wrong side of the road before moving back to the correct side of the road. There is no traffic approaching and a clear view to the front and rear.

Assessment: Unintentionally veering onto the wrong side of the road counts as one error (out of a permitted maximum of two) for the *Lateral Position* Stage Assessment Item. Since there is no traffic approaching and a clear view, the applicant's action did not create immediate danger, so no Immediate Termination Error should be recorded. If an approaching vehicle had been present nearby, the applicant's action would have caused immediate danger and an Immediate Termination Error (*Other Dangerous Action*) would have been recorded.

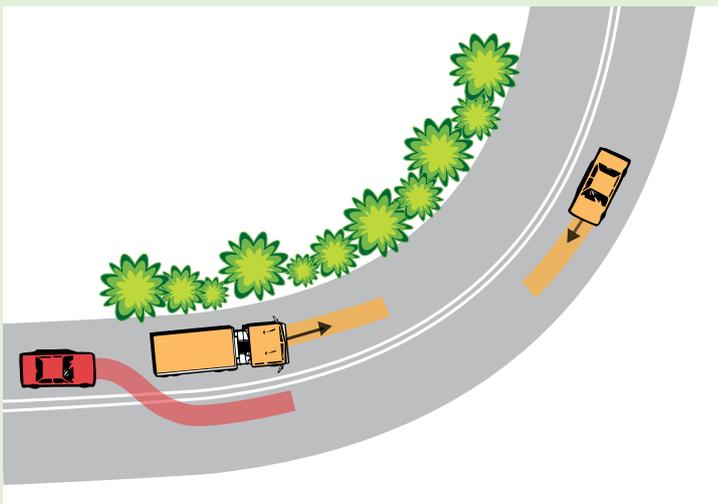
Example 7

Observed behaviour: The applicant is driving in congested traffic and approaching a railway level crossing. The road beyond the crossing is blocked by stationary vehicles. The applicant stops on the crossing while waiting for the road ahead to clear.

Assessment: The applicant cannot know whether a train will approach the crossing before the traffic on the road ahead clears. The applicant has unnecessarily increased the risk of a collision. An Immediate Termination Error (*Other Dangerous Action*) should be recorded.

Example 8

Observed behaviour: The applicant overtakes across double barrier lines while approaching a blind curve or crest. The applicant cannot see whether there is an oncoming vehicle approaching.



Assessment: Overtaking without a clear view of oncoming traffic unnecessarily increases the risk of a collision. An Immediate Termination Error (*Other Dangerous Action*) should be recorded.

Example 9

Observed behaviour: The applicant is travelling along a quiet local street approaching an intersection with a busy arterial road. The applicant moves onto the wrong side of the road to diverge around a vehicle parked at the left kerb, but then fails to move back to the correct side as quickly as possible. The applicant's vehicle is still mostly on the wrong side of the road when it approaches within 20 metres of the arterial road intersection.

Assessment: A vehicle could turn from the arterial road into the local street at any moment, creating a head-on conflict with the applicant's vehicle. The applicant has unnecessarily increased the risk of a collision. An Immediate Termination Error (*Other Dangerous Action*) should be recorded.

Example 10

Observed behaviour: While driving straight, the applicant briefly veers across the centre line so that part of the car is on the wrong side of the road, then quickly returns to the correct side of the road. There is a clear view ahead and no oncoming traffic within 200 metres.

Assessment: **No** for *Lateral Position* (Task Assessment Item) if it occurs during an assessable straight drive; and counts as one error (of a permitted maximum of two for the stage) for *Lateral Position* (Stage Assessment Item). Since there was a clear view and no oncoming traffic, the error did not increase the risk of a collision, so no Immediate Termination Error should be recorded.

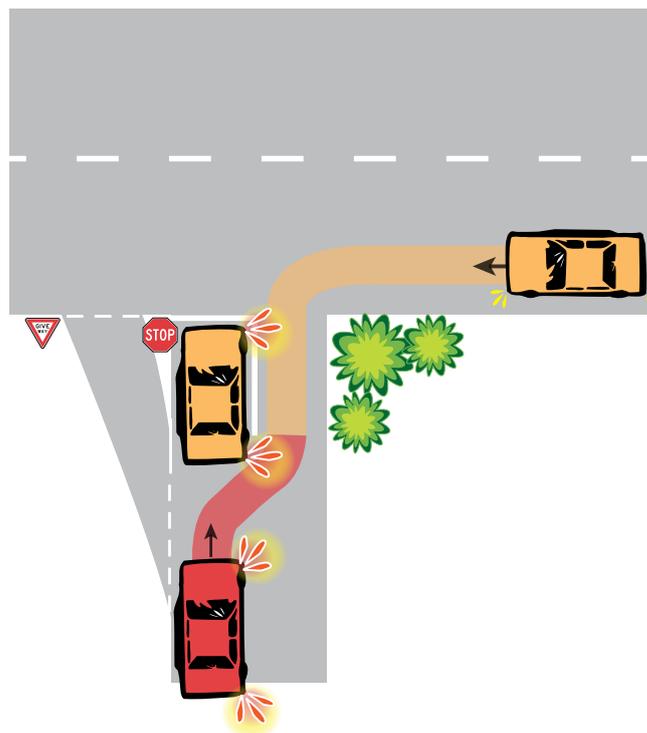


Figure 39: Driving on the wrong side of the road when approaching an intersection unnecessarily increases the risk of collision with a vehicle that may be approaching from the right, so an Immediate Termination Error (*Other Dangerous Action*) is recorded.

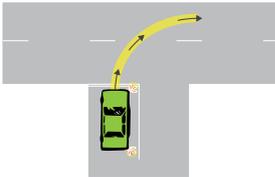
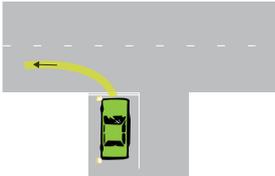
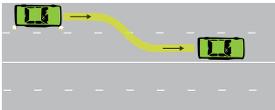
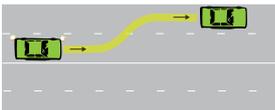
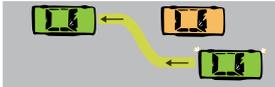
Stage 1

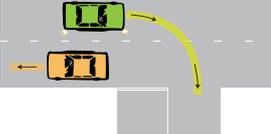
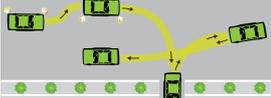
Stage 1 is designed to assess the applicant’s performance of comparatively simple driving tasks in a less-challenging traffic environment to ensure they can proceed safely to the more complex tasks and environments of Stage 2. Wherever possible, Stage 1 of the test route is restricted to roads with speed limits of 60 km/h or less carrying light to medium traffic.

In some cases, the location of the testing office may make it impossible to avoid all heavy traffic and/or high speed roads during Stage 1. When this occurs, it may be necessary to travel on higher speed roads to access lower speed roads (where available) where the assessable tasks can be performed.

Table 1 shows the typical assessable tasks for Stage 1. Some tasks may be assessed more than once and may be assessed in locations that differ from those shown here. It is also possible that some tasks may be replaced by others if they cannot be undertaken on a particular test route. For example, all routes are designed to include a reverse parallel park, but this task may be replaced by a three-point turn if a safe location for a reverse park is not available when required in the test route.

Table 1: Stage 1 assessable tasks

Task	Illustration of traffic movements
Right turn giving way to intersecting traffic	
Left turn giving way to intersecting traffic	
Lane change right	
Lane change left	
Reverse parallel park	

Task	Illustration of traffic movements
Right turn giving way to one lane of oncoming traffic	
Three-point turn	

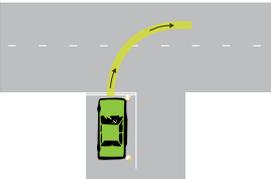
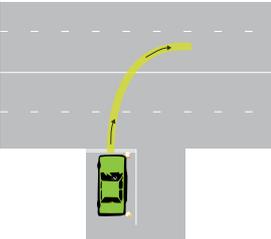
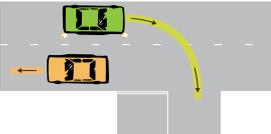
Stage 2

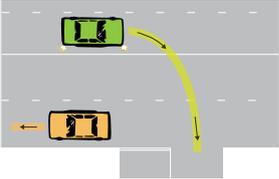
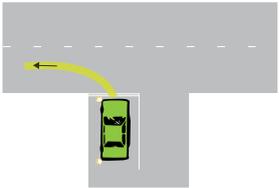
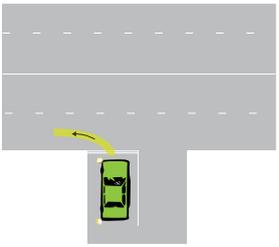
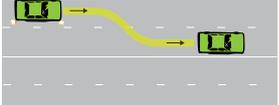
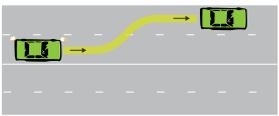
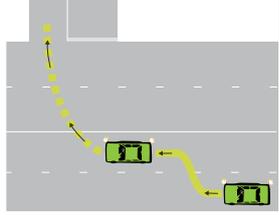
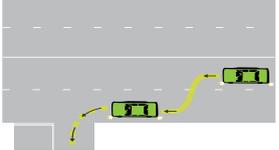
The purpose of Stage 2 is to assess the applicant's driving ability in busier day-to-day traffic environments. Stage 2 of the test route therefore uses roads with medium to heavy traffic and speed limits of 60–80 km/h.

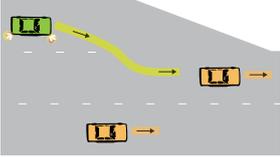
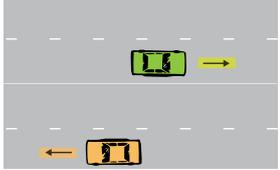
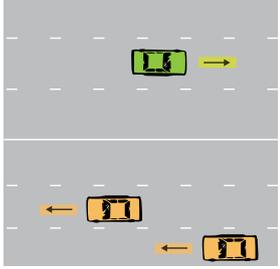
Stage 2 of the test route begins from where the applicant pulled over to the kerb at the end of Stage 1 and ends at the originating VicRoads Customer Service Centre (or other licence testing office).

Typical Stage 2 assessable driving tasks and their location requirements are shown in Table 2. Some tasks may be assessed more than once and may be assessed in locations that differ from those shown here. It is also possible that some tasks may be replaced by others if they cannot be undertaken on a particular test route.

Table 2: Stage 2 assessable tasks and location requirements

Task	Illustration of traffic movements
Right turn giving way to intersecting traffic (one lane each way)	
Right turn giving way to intersecting traffic (two lanes each way)	
Right turn giving way to one lane of oncoming traffic	

Task	Illustration of traffic movements
Right turn giving way to two lanes of oncoming traffic	
Left turn giving way to intersecting traffic (one lane each way)	
Left turn giving way to intersecting traffic (two lanes each way)	
Left turn with priority	
Lane change right	
Lane change left	
Lane change right in preparation for a turn	
Lane change left in preparation for a turn	

Task	Illustration of traffic movements
Merge lanes	 An illustration showing a vehicle merging into traffic. A green car is in the left lane, moving right. A yellow arrow indicates its path as it moves into the right lane. In the right lane, two orange cars are moving right. A yellow arrow also points to the right in the right lane, indicating the flow of traffic.
Straight drive (medium speed)	 An illustration of a two-lane road. A green car is in the right lane, moving right. A yellow arrow points to the right. An orange car is in the left lane, moving left. A yellow arrow points to the left.
Straight drive (arterial road)	 An illustration of a multi-lane arterial road. A green car is in the right lane, moving right. A yellow arrow points to the right. In the left lane, two orange cars are moving left. Yellow arrows point to the left for both orange cars.

Index

- bicycle lane, iv, 7, 16, 28, 39
- Block Pedestrian Crosswalk*, vi, 33, 37, 50
- children's crossing, iv, v, 4, 30, 33, 37
- Collision*, vi, 23, 25, 26, 35, 44, 45,
- collision, 4, 6, 39, 40, 41, 46, 55, 56, 57, 58
- Control*, 6, 29
- controls, 3
- Disobey Direction*, iv, vi, 43
- diverging, iv, v, vi, 4, 7, 8, 9, 10, 11, 16, 31, 32, 39, 46, 50, 58
- evasive action, iv, 4, 6, 8, 10, 12, 23, 25, 26, 31, 32, 33, 35, 38, 39, 40, 44, 46, 47, 48, 50, 55, 56
- Excessive Speed*, 13, 49
- Fail to Give Way*, 8, 10, 12, 31, 32, 37, 46, 47, 48
- Fail to Look*, iv, 8, 31, 46
- Fail to Signal*, iv, 9, 10, 32, 39, 46
- Fail to Stop*, 37, 54
- Following Distance*, v, 15
- Gap Selection*, v, 12, 43
- gap selection, 46
- Give Way sign, v, 7, 12, 30, 31, 46, 47, 48, 50
- give-way line, 43, 48, 50
- head check, v, 4, 7, 8, 25, 31, 43, 46, 56
- Incomplete Stop*, vi, 37, 38, 54
- Intervention*, 3, 20, 36, 41, 42, 55, 56
- kerb, v, vi, 1, 4, 5, 7, 9, 16, 17, 23, 25, 26, 27, 31, 32, 35, 39, 44, 45, 47, 57, 58, 60
- lane change, v, 1, 2, 3, 4, 6, 9, 10, 15, 16, 17, 31, 32, 43, 46, 59, 61
- lane change (right/left) in preparation for turn, 43, 61
- Lateral Position*, v, 6, 16, 17, 28, 39, 44, 57, 58
- lateral position, 18, 19, 20, 21
- Leaving Parking*, 25
- marked foot crossing, iv, 4, 33, 38
- merge, 4, 5, 13, 46, 62
- mirror check, 7, 8, 31, 43, 56
- Mount Kerb*, 23, 25, 26, 35, 44
- Observation*, iv, vi, 6, 7, 8, 22
- Other Dangerous Action*, vi, 20, 40, 41, 55, 56, 57, 58
- Other Illegal Action*, vi, 39, 40, 44, 45
- overtaking, 9, 16, 40, 57
- Parking Movement*, iv, 23
- parking movement, 24
- Parking Observation*, 22
- pedestrian crossing, iv, v, 4, 30, 33, 34, 47, 48, 53
- pedestrian crosswalk, vi, 33, 37, 50
- reverse parallel park, v, vi, 2, 3, 9, 22, 23, 59
- roundabout, iv, vi, 7, 9, 10, 11, 16, 17, 32, 44, 45, 46
- route guide, 2
- score sheet, vi, 1, 39, 41, 55
- Signalling*, iv, v, 9, 10, 24, 25, 26, 32, 39
- signalling, 7, 47, 48, 50
- slip lane, 33, 47, 48
- Speed Choice*, iv, 13, 14, 30, 49
- Stage 1, 1, 2, 3, 6, 30, 39, 59, 60
- Stage 2, 1, 2, 3, 6, 30, 49, 59, 60
- Stall*, 36
- Stop at Dangerous Position*, vi, 33, 37, 38, 50
- stop line, vi, 4, 12, 37, 38, 42, 52, 54
- Stop sign, 12, 31, 37, 42, 46, 50, 54
- straight drive, 2, 3, 7, 13, 14, 15, 28, 58, 62
- three-point turn, v, vi, 3, 7, 26, 27, 35, 44, 59, 60
- T-intersection, 16, 47, 50
- Too Slow*, 13, 30
- traffic lights, vi, 4, 30, 33, 37, 42, 43, 54
- turning (right or left), 5, 6, 7, 9, 10, 11, 16, 17, 18, 19, 20, 26, 31, 32, 33, 39, 43, 44, 46, 47, 48, 54, 56, 59, 60, 61
- Turning Movement*, 26

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