


**solo driver**  
**SAFER DRIVER**

A GUIDE TO YOUR  
**DRIVING  
ASSESSMENTS**

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**QUESTIONS AND ANSWERS  
ABOUT YOUR PRACTICAL  
DRIVING ASSESSMENTS**



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## Getting to know the language

<b>Applicant</b>	Person applying for a driver licence.
<b>Blind spot</b>	Areas behind and to the side of your car that you cannot see when using your car's mirrors.
<b>Car controls</b>	Handbrake, indicator switches, windscreen wipers, headlights, demisters, hazard lights steering wheel, brakes, floor pedals, buttons etc that are needed to drive a car.
<b>DIER</b>	Department of Infrastructure, Energy and Resources.
<b>Direction</b>	An instruction given by a Driving Assessor telling you to drive your car.
<b>Diverge</b>	A change in your car's position on the road (e.g. pulling out from the kerb or changing lanes).
<b>Driver Knowledge Test</b>	The theory test required to be passed prior to obtaining an L1 licence or renewing an L1 or L2.
<b>Driving exercise</b>	Manoeuvres performed during an assessment that mirrors everyday driving situations. Driving exercise requires you to combine various manoeuvres into an everyday driving situation. We have given these exercises names such as 'Left something behind', 'Visit a friend' and 'Stop to shop'.
<b>Graduated Driver Licensing System (GDLS)</b>	The GDLS is a structured learning process consisting of five stages: <ul style="list-style-type: none"> <li>➤ The pre-learner stage</li> <li>➤ The L1 learner stage</li> <li>➤ The L2 learner stage</li> <li>➤ The P1 stage; and</li> <li>➤ The P2 stage.</li> </ul>

<b>Hazards</b>	<p>Anything on or near the road that is or could become a danger or a problem for safe driving, e.g.</p> <ul style="list-style-type: none"> <li>➤ pedestrians (from the left, right, ahead or behind)</li> <li>➤ other motor vehicles (from the left, right, ahead, behind or oncoming)</li> <li>➤ other road users such as cyclists (to the left, right, ahead, behind or oncoming)</li> <li>➤ details of the environment such as intersections, lights, road signs, road conditions (left, right and ahead).</li> </ul> <p>Hazards, for the purpose of the driving assessments will generally not include:</p> <ul style="list-style-type: none"> <li>➤ static objects such as protruding trees and parked vehicles without occupants</li> <li>➤ pedestrians walking away from the intended path of the applicant's vehicle, or</li> <li>➤ vehicles that have cleared the intersection before the applicant arrives there.</li> </ul>
<b>Hazard identification</b>	The ability to identify hazards.
<b>Head checks</b>	The term used to describe what an applicant must do to ensure they see traffic in their blind spots before changing lanes or diverging.

<b>Higher order driving skills</b>	Driving skills such as hazard identification, responding appropriately to hazards and decision making.
<b>Judgment</b>	Driving Assessors gather evidence in order to make decisions about how well an applicant performed against the competency standard.
<b>L1 Licence stage</b>	The first 3 month continuous period of learning to drive that must be completed before the applicant is eligible to attempt the first of the practical driving assessments.
<b>L2 Licence stage</b>	The minimum 9 month continuous period of learning to drive where the Licence holder must log 50 hours of supervised driving before being eligible to attempt the second of the practical driving assessments.
<b>L2 Practical Driving Assessment (L2 PDA)</b>	The on-road assessment required to progress to the L2 licence stage.
<b>Manoeuvre</b>	A driving activity consisting of driving tasks to form either a slow-speed or a high-speed manoeuvre.
<b>Merge</b>	When the traffic in 2 lanes must move together to make one lane.
<b>P1 Licence stage</b>	The first 12 months of driving solo and must be completed continuously.
<b>P1 Practical Driving Assessment (P1 PDA)</b>	The on-road assessment required to progress to the P1 licence stage.
<b>P2 Licence stage</b>	The second and subsequent years of the provisional period.

<b>Road user</b>	Any pedestrian, cyclist, driver or rider of a vehicle or passenger within another vehicle who is on or near the road.
<b>Spare attention</b>	Where basic car control skills become automatic and you can drive without thinking about operating the car's controls and devote greater thought to higher order driving skills.
<b>Supervisory driver</b>	The person who must be seated next to the learner driver in both the L1 and L2 licensing stages and who provides advice and direction to the learner. A supervisory driver must be a person who: <ul style="list-style-type: none"> <li>➤ holds a current full Australian driver licence; and</li> <li>➤ has no periods of licence suspension or disqualification in the past 2 years.</li> </ul>
<b>Task</b>	A number of driving components performed together (e.g. turn on indicator, change gear, turn at intersection).
<b>The Standard</b>	DIER's Driver Competency Standard which details how a competent driver is expected to drive.

## About the handbook

This handbook provides answers to questions you may have about the practical driving assessments.

It also:

- › Gives you information about the experience you need to become a safe driver
- › Explains what you need to do to pass the practical driving assessments.

Before you think about doing your driving assessment you should read this handbook so that you know how the assessments are constructed and what skills will be assessed at both the L2 and P1 assessment stage.

## Get as much experience on the road as possible

The most important thing you can do as a car learner driver to reduce your risk of a crash and to become a safe driver is to:

- › get lots of driving experience under supervision
- › get lots of practice doing a variety of manoeuvres.

Being a car learner driver while under supervision is one of the safest times to be driving. Both young drivers and provisional car drivers crash more often than other drivers because they do not have a wide enough range of driving experiences to drive safely by themselves.

# PART 1 - THE LEARNING STAGE

## The stages of learning

Both young drivers and provisional drivers crash more often than other drivers.

This trend is particularly apparent during the first six months after obtaining a provisional driver's licence, but actually lasts for several years.

This is partly because they have not had the wide range of experiences they need to drive safely by themselves.

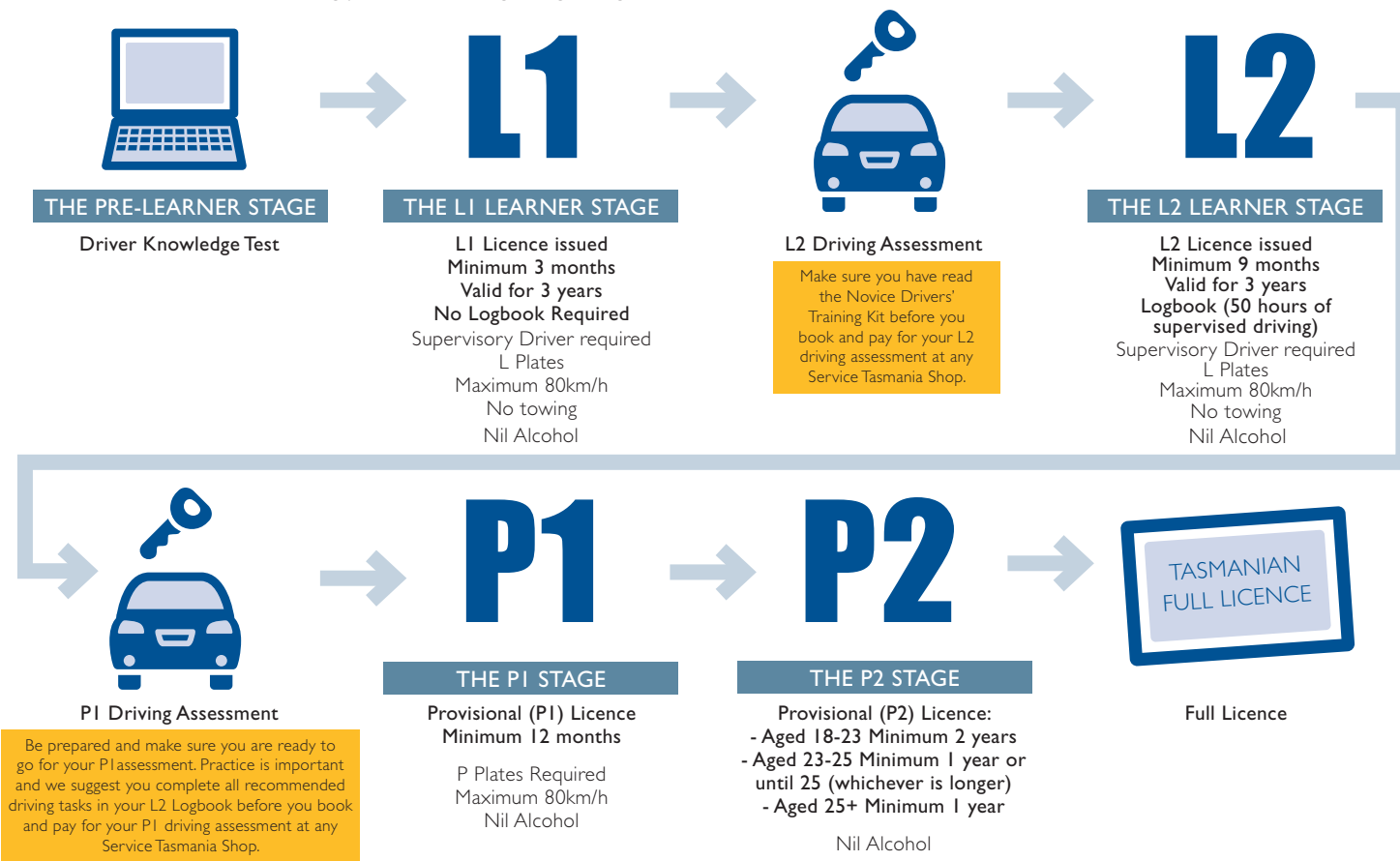
For this reason Tasmania has introduced a Graduated Driver Licensing Scheme (GDLS).

The GDLS is a comprehensive approach to teaching people how to drive that specifically concentrates on providing young drivers with improved practical driving skills, experience and good driving habits, before they can be issued with a provisional licence.

The development of the system has been based on research, which indicates that:

- › experience reduces road crashes
- › learners under supervision are a low-risk group
- › motivation and attitude to risk-taking are as important in improving driver safety as practical driving skills
- › learners must develop practical driving skills before they are able to develop higher order skills.

The GDLS is a structured learning process consisting of eight stages:



## THE PRE-LEARNER STAGE

Before you can apply for your L1 licence you need to learn the road rules. You can buy the *Tasmanian Road Rules Handbook* at any Service Tasmania shop or download it at [www.transport.tas.gov.au](http://www.transport.tas.gov.au). You will need to pass the driver knowledge test before you can be issued with an L1 learner licence. You can practise the knowledge test at [www.transport.tas.gov.au/drkts](http://www.transport.tas.gov.au/drkts).

## L1 LICENSING STAGE

After passing the driver knowledge test you can be issued with an L1 licence. You must hold the L1 for a minimum period of 3 continuous months before being able to take the first practical on-road assessment.

Remember three months is the **minimum** period of time you must have held the L1 licence – it is issued for three years so you shouldn't feel as though you need to rush the learning process.

It is recommended that you start recording the hours you drive on your L1 licence in the non-mandatory L1 section of your logbook to get you and your supervisory driver used to the process. It also provides a valuable record of your driving experience for future reference.

Make sure you are ready before attempting the assessments. Remember it's your time and money – don't waste it.

A minimum of 30 hours driving experience is recommended before you attempt the L2 PDA.

This stage focuses on learning to automate the use of vehicle controls and learn about things such as:

- › how and when to use mirrors or head checks to scan surrounding traffic
- › how to put the road rules into practice
- › how and when to indicate your intention to turn corners, change lanes or otherwise change the direction of the vehicle
- › how to judge the correct position of your vehicle on the road
- › how to ensure you are safely fitting in with normal traffic flow
- › how to control the vehicle so that driving is smooth and without unnecessary front to back movement.

In this licensing stage the learner should experience driving in a variety of different road and weather conditions while focusing on developing good driving habits.

Once these skills have developed learners are required to pass the first of the practical driving assessments before they can move on to the L2 licensing stage.

You must have held your L1 licence for at least 3 continuous months before you can take the L2 practical driving assessment (L2 PDA).

The L2 PDA will determine whether you are ready to move into the L2 stage. It looks at how you have developed basic car handling skills and your progress towards automating these skills to allow you the necessary *spare attention* you need to devote to higher order driving skills such as hazard identification, responding appropriately to hazards and decision making.



When a learner shows signs of having automated basic car control skills it generally means that they have had plenty of practice and have encountered many different driving experiences.

Make a resolution to get as much driving experience as you can before you even think about taking the L2 PDA. Only after plenty of practice will you comfortably pass the assessment and be able to move on to the next stage of your learning experience.

Even after you pass this practical driving assessment you will still be required to drive with an appropriately qualified supervisory driver.

## L2 LICENSING STAGE

When you pass the L2 PDA you can be issued with an L2 learner's licence.

During the L2 licensing stage you **must** record a minimum of 50 hours of supervised driving and record the details of that driving experience in your logbook. The logbook provides information and examples on the kind of driving experiences you should have while accumulating your minimum 50 hours of supervised driving.

Remember you can better prepare yourself to drive solo by getting much more supervised driving than the required 50 hours. Your supervised driving should include practice in as many different environments and road conditions as possible. Practising driving in a range of situations should ensure that you do not encounter complete surprises when you begin to drive on your own.

Learn to drive by doing it, not by talking about it. The more experience you get while a learner the safer you will be when you start driving solo.

Before you can do the second practical on-road assessment (the P1 PDA) you must have held your L2 licence for a minimum period of 9 continuous months but remember this is the minimum period – the more time you spend as a learner developing your driving skills the safer you will be when you start driving on your own.

The P1 PDA will determine whether you are ready to start driving on your own. You will be assessed against not only basic car control skills (which clearly remain important) but also those higher order skills that can only be developed over time, with greater experience on the road and in a range of driving environments and conditions.

These 'higher order' skills include hazard identification, responding appropriately to hazards and decision making. In the P1 PDA you will be asked to verbally identify hazards that are in view during a particular section of the assessment. The hazards that you will need to look for include:

- pedestrians (from the left, right, ahead or behind)
- other motor vehicles (from the left, right, ahead, behind or oncoming)
- other road users such as cyclists (to the left, right, ahead, behind or oncoming)
- details of the environment such as intersections, lights, road signs, road conditions (left, right and ahead).

Hazards will generally not include:

- › static objects such as protruding trees and parked vehicles without occupants
- › pedestrians walking away from the intended path of the applicant's vehicle
- › vehicles that have cleared the intersection before the applicant arrives there.

The ability to verbally identify hazards is important as you move to driving on your own. Once you have passed the PI PDA you are no longer required to have a supervisory driver with you so you need to be able to demonstrate that you have automated the basics of driving to a point where you can maintain good control of the car while directing your spare attention to detecting and responding to hazards and ensuring you are making safe and legal decisions while driving.

After passing the assessment, you will get a PI licence. You will be subject to a 0.00% blood alcohol concentration (BAC) level for the first 12 continuous months of your provisional licence stage as well as being restricted to driving at a maximum speed of 80 km/h no matter what the posted speed limit is and you must display P plates.

Remember completing the assessment to the appropriate standard does not mean that you have completed the learning period.

Research tells us that it will be five or more years before you have developed all the characteristics of a fully competent driver.

## Get experience in a variety of conditions

Make sure that you get experience in a wide variety of conditions. Start with simple situations and then move on to more challenging ones. You will get more benefit from your driving experiences if you vary the situations in which you drive.

Doing the same things over and over again in the same locations will not be as useful, and it becomes boring! Try to make your driving practice real – for example, you could do some of the routine family driving.

## Practise manoeuvring

In both practical driving assessments you will be required to perform manoeuvres. Manoeuvres are driving tasks such as:

- › making 3 point turns
- › parallel parking
- › turning into and out of driveways
- › reversing
- › parking in car parks.

When you drive by yourself you must be able to look out for your own safety – no one else will be there to do it for you. When your driving skills are automatic, it indicates that you have the capacity to concentrate on your own safety rather than just making the car go.

If you can manoeuvre smoothly and almost without hesitation, it tells the assessor that the skills you need to operate the vehicle are becoming automatic to you.

Practising manoeuvring helps make your driving skills automatic, so include manoeuvring in everyday driving, such as when you go down to the shops, pick up people from sport and so on. It will also help you avoid too much boring repetition. So do plenty of manoeuvring in your driving practice.

## Get quality instruction

Learning to drive can be very stressful for both the learner and their supervisor, especially at the beginning when there seems to be so much that needs to be covered all at once. Starting off with a professional driving instructor can be a very good idea. They can quickly tell you what you will need to learn and start you off properly.

Once you have learned the early stages of how to control a car, you can gain experience with other supervisory drivers.

As you gain experience you might decide to get some more help from a professional driving instructor. They will make sure that you are developing the right driving habits and let you know how your driving compares to the assessment standard.

When choosing a professional driving instructor or driving school, remember to consider more than just the price of lessons. Ask the following questions to find out whether you will receive quality training:

- › Will there be a planned training program?
- › Will there be structured lessons where the instructor will show you what to do, explain what is required in a way you easily understand and then let you practise at your own pace?
- › Each time you try something, will the instructor let you know how you are going and give you tips for fixing mistakes?
- › If you keep making the same mistake, will the instructor give you new ways of correcting it?



- › Will the instructor set 'homework' and skills for you to practise when you drive with other people?
- › Will each lesson start and finish with a quick review of your progress?
- › Will the instructor keep a record of your lessons and learning on a progress report sheet?

If you do not get this type of instruction, look around for another instructor who will provide you with quality training.

## PART 2 - A LOOK AT THE ASSESSMENTS

This Part of the book explains the 'what', 'how' and 'when' about the practical driving assessments.

Using it as a guide will assist you to properly prepare for your assessment.

### How does the Driving Assessor judge?

DIER has set a Driver Competency Standard that describes the parts of driving in detail. The standard represents what the DIER expects of an experienced, competent driver. The Driver Competency Standard is available via the internet at: [http://www.transport.tas.gov.au/licence\\_information\\_folder/driver\\_competency\\_standard](http://www.transport.tas.gov.au/licence_information_folder/driver_competency_standard)

During your practical driving assessments, the Driving Assessor will compare your performance to that described in the Competency Standard. To pass the driving assessments you must have made significant progress towards meeting the Competency Standard.

During the **L2 PDA** the Driving Assessor will look at the parts of good driving and at how well you put the parts together. The assessor makes these checks while you are doing everyday driving tasks.

They will look at how well you:

- › operate and guide the car
- › put the road rules into practice
- › undertake a 3 point turn manoeuvre
- › check mirrors and blind spots
- › fit in with other traffic.

During the **PI PDA** the Driving Assessor will look at all the elements of the L2 PDA again (but assessed at a higher level) as well as assessing your ability to:

- › make safe and legal decisions while driving
- › identify and respond to hazards on or near the road
- › undertake a number of manoeuvres at both low and high speed.

### How do the assessments work?

#### L2 PDA

Before starting the L2 PDA you will be asked to identify common cabin controls such as hazard lights, handbrake, demister (front and rear), headlights, wipers and indicators.

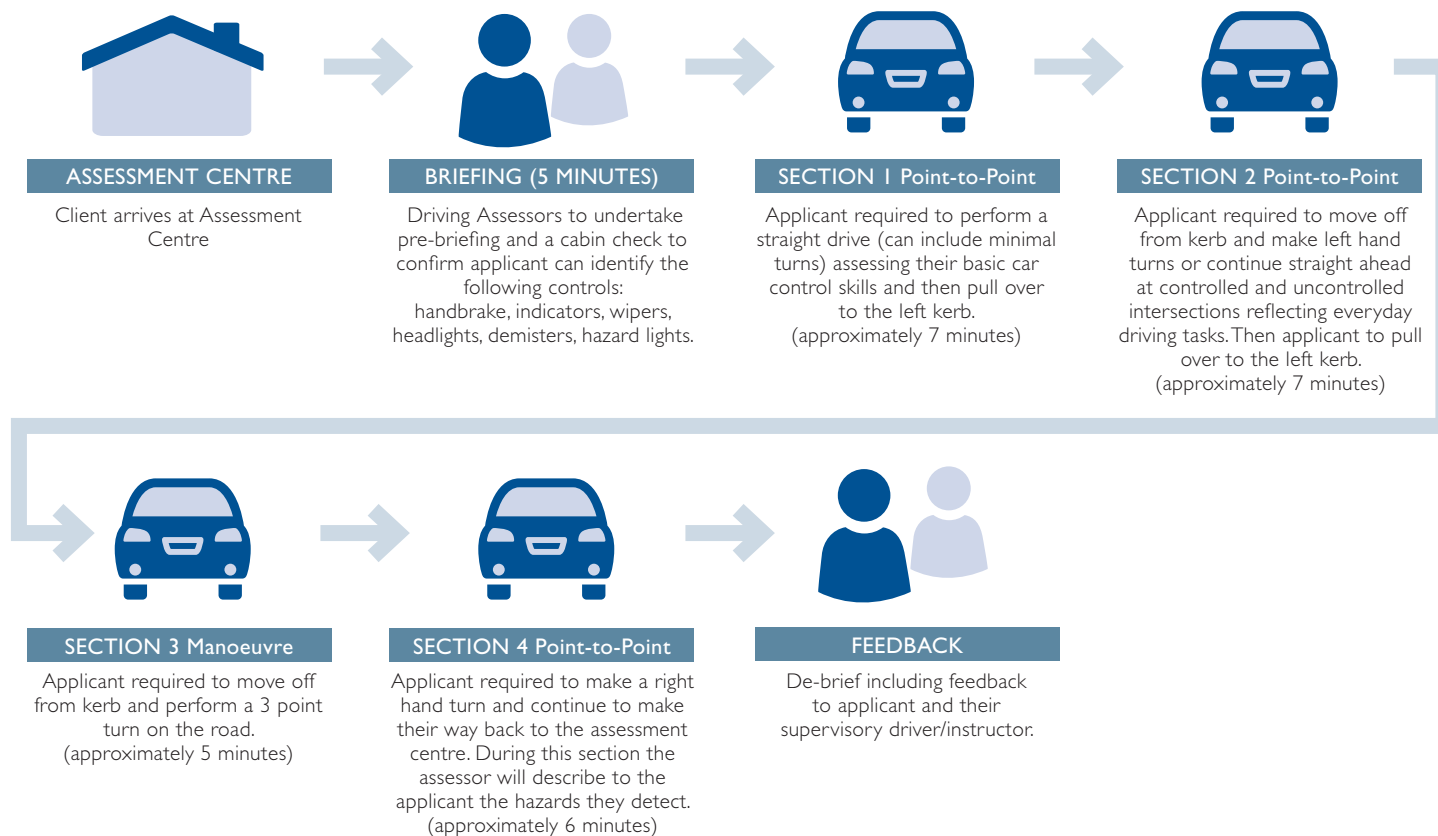
If you can't identify all the cabin features you will not progress to the on-road part of the assessment.

The L2 PDA has four sections – during three sections you will be asked to *follow directions* and during one section you will have to *perform a manoeuvre – the 3 point turn*

When you are following directions, the Driving Assessor will be telling you when to make turns at intersections and guiding you on the journey from the Assessment Centre and back again.

When you are performing the 3 point turn manoeuvre, the assessor will explain to you what you have to do and, if necessary, explain how to do it.

The diagram below summarises how the L2 PDA works.



While you drive, the Driving Assessor watches you and uses 'assessment items' to help judge your performance.

The assessment items list what you are expected to do.

The Driving Assessor has to judge whether you do what the assessment items require you to do.

You can read more detail about assessment items in Part 3 of this book.

The Driving Assessor records their judgment by completing the assessment form as you drive so if the assessor writes something it doesn't necessarily mean that you have made a mistake.

### PI PDA

The PI PDA has six sections - In four sections you drive point-to-point performing a range of manoeuvres. You will drive around the set assessment route and make decisions on specific driving tasks at various locations and by following the directions of the Driving Assessor.

In the third point-to-point section you will be asked to verbally describe any hazards you detect to the Driving Assessor. While carrying out the exercise you will be assessed against all assessment items.

In one section you will undertake a high-speed merge and a point-to-point drive on a highway or other high-speed road (minimum 80km/h). You demonstrate your competence by choosing when to safely undertake the high speed merge and display the required skills to make appropriate decisions on gap selection, vehicle positioning, speed control and responsiveness without interfering with other road traffic.

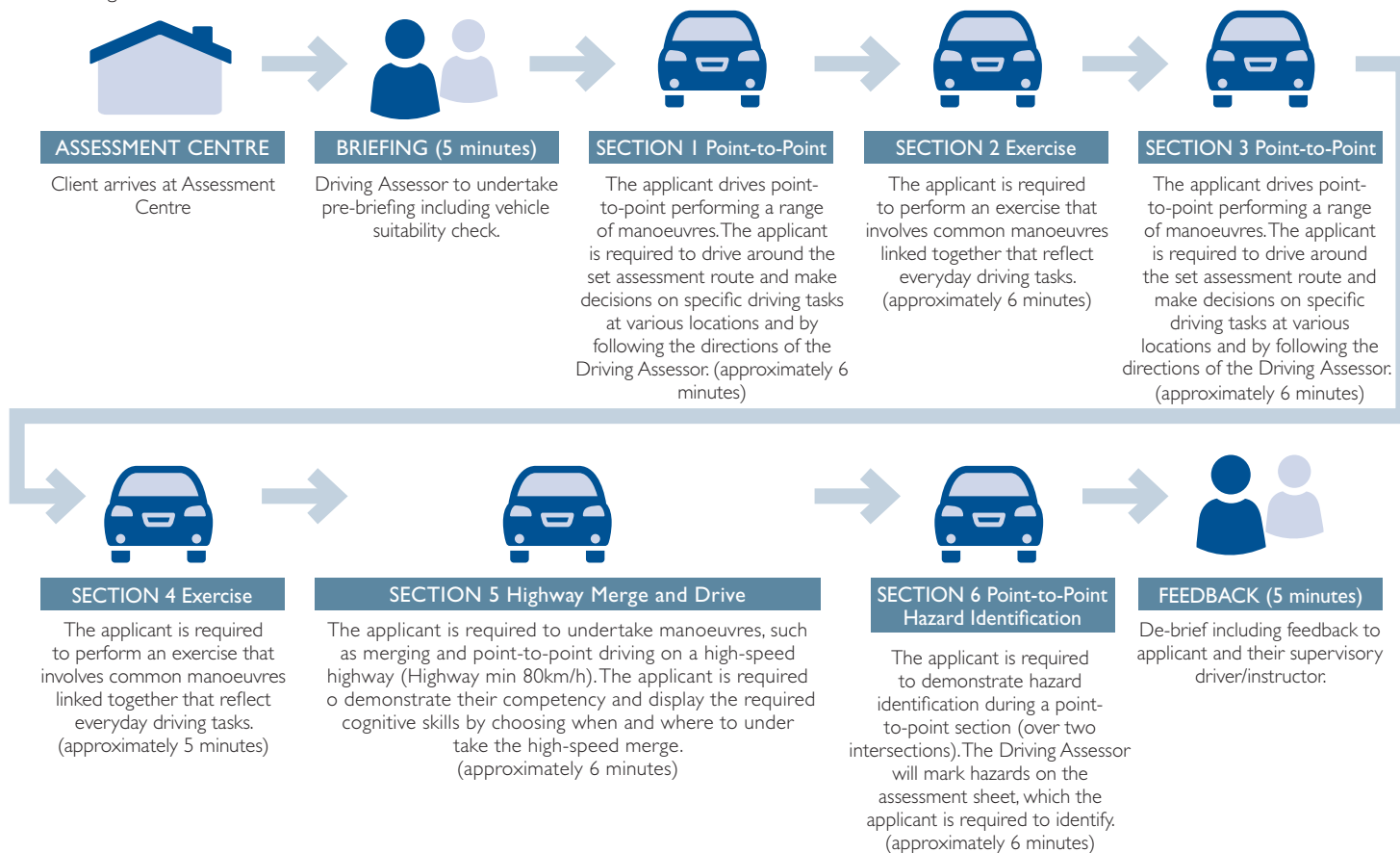
In two sections you will perform exercises that involve a common manoeuvre, such as a 3 point turn, reverse park and reversing linked together that reflect everyday driving tasks, such as turning around and going back to find and then use a parking spot.

You will have to decide the best way to do the exercises for yourself.

The exercises cover the sorts of tasks drivers often have to do, such as finding somewhere to park in a car park.

As with the L2 PDA the Driving Assessor records their judgments as you drive so if the Driving Assessor writes something it doesn't necessarily mean that you have made a mistake.

The diagram below summarises how the PI PDA works.



## What happens at the end of the assessment?

When you arrive back at the Assessment Centre the Driving Assessor will tally up your score to see if you were successful.

### If you are successful

The assessor will note that you were successful on the form and give you a copy.

Nobody's perfect and even if you were successful it is likely that you would have made some mistakes. The Driving Assessor will tell you which areas of your driving require further work even though you have met the standard to progress to the next licensing stage.

Your driving will continue to improve as you gain more experience. Even after you pass your PI PDA you should continue to get as much supervised driving experience as possible.

### If you are not successful

The Driving Assessor will note that you were not successful on the form and give you a copy.

The Driving Assessor will explain to you which areas of your driving did not meet the standard. The assessment form will clearly show you and your supervisory driver where your performance needs to improve.

The Driving Assessor will also give you some specific information on how you can improve your driving before you take the assessment again.

## How long does it take?

The L2 PDA will take around 35 minutes (with 25 minutes on-road) and the PI PDA will take around 45 minutes (with 35 minutes on-road).

Don't be late for your assessment; if you are more than five minutes late you may not be assessed.

## What will the Driving Assessor look for?

### The L2 PDA

During each section of the L2 PDA, your performance will be assessed against six assessment items. These items are assessed in each of the four sections of the assessment.

You can read more detail about assessment items in Part 3 of this book.

As you would expect, there are also some serious faults that can cause you to fail. For immediate fail and discontinuing items see Part 4 of this book.



## What are the assessment items in the L2 PDA?

The L2 PDA items are:

**Flow** which assesses how well you combine driving skills together

**Movement** which assesses whether you move smoothly when you drive the car forwards or backwards

**Path** which assesses whether you pick the best track and stay on track

**Look** which assesses whether you keep an eye on what's happening behind and around you as you drive

**Signal** which assesses whether you let other road users know what you intend to do

**Vehicle Management** which assesses whether you do things like keeping an eye on your vehicle's instruments while you are driving.

The first three items are the essence of the assessment. They look very closely at how well you can combine all of the basic control skills of driving. You need to get as much driving experience as possible to do well on these items.

The final three items assess whether you have developed basic driving routines that have become ingrained habits.

## What are the assessment items in the P1 PDA?

The P1 PDA looks at all the items in L2 and also includes:

**Responsiveness** which assesses how you respond to what is happening around you as you drive. It is an important ingredient in taking care of your safety and that of other road users.

**Hazard Identification** - which assesses how well you are able to identify hazards on or near the road and verbalise these hazards to the assessor when you detect them.

Hazard identification assesses not only your awareness of the hazards around you but also whether or not you have the necessary spare attention to be able to multi-task, i.e. maintain quality driving while focusing on another driving task.

These items are not assessed in the L2 PDA as they are higher order skills that are only acquired with more experience.



## PART 3 - THE ASSESSMENT ITEMS

This Part describes what your Driving Assessor will be looking for during either your L2 or P1 PDA. It describes each assessment item.

Both assessments are designed to assess each of the assessment items in each section. The Driving Assessor will use their judgment to determine the level of competence required for the L2 and P1 PDA based on your expected progression towards 'The Standard'.

Remember –

'The Standard' refers to DIER's Driver Competency Standard which details how a competent driver is expected to drive.

## FLOW – ASSESSED IN L2 & P1 ASSESSMENTS

### What does 'Flow' assess?

When your driving flows it is a sign that you are becoming a competent driver. It is also a sign that you have developed the individual pieces of driving and have learnt how to put the pieces together.

Good *flow* is also a sign that you have automated your driving skills and have plenty of attention available for monitoring and responding to the surroundings.

This skill is developed over time, combined with lots of driving experience. When your actions flow smoothly it means that you do not consciously have to think what to do.

When a driver makes an error they are able to correct or identify the error and take appropriate action. For example, a driver who stalls the engine and is able to restart the vehicle and continue driving without taking unnecessary time is demonstrating competent *FLOW*.

A competent driver combining the parts of a task:

into gear... take up... ease... look behind... signal... all clear... steer and go...



## An inexperienced driver performing a task

When you are still learning, you might have some problems completing tasks in the correct order. Your driving might appear as separate parts with obvious breaks and pauses between actions as illustrated in the picture below.



## When is 'Flow' assessed?

Your Driving Assessor will check the *flow* of your driving.

In the L2 PDA and P1 PDA your Driving Assessor will check *flow* when you are performing manoeuvres.

The Driving Assessor starts scoring *flow* immediately after giving you a direction.

## MOVEMENT – ASSESSED IN L2 & P1 ASSESSMENTS

### What does 'Movement' assess?

*Movement* assesses how you manage the vehicle's motion, including how smoothly you drive forwards or backwards and how and where the vehicle is stopped.

*Movement* assesses physical and mental components of driving.

The physical components include using the vehicle's controls, particularly the accelerator, gears, and brakes. The mental components include calculating stopping points and managing the slowing of the vehicle to distribute braking appropriately over the available space.

When the vehicle's movement is managed well, the ride is comfortable because the vehicle moves smoothly and travels at a speed that is right for the situation.

It is important to note your driving does not *have* to be smooth to be safe. You can be quite rough at moving off, jerk passengers when changing gears and stop with a jolt, *and still be quite safe*. However, when you are competent at managing a vehicle's movement it generally means your basic control skills are automatic and that you bring to the assessment a good depth of experience. This is the quality of experience the Driving Assessment encourages you to have before you present for your assessment.

## When is 'Movement' assessed?

Your Driving Assessor will check the *movement* aspect of your driving. In the L2 PDA and P1 PDA your Driving Assessor will check *movement* when you are performing manoeuvres.

The Driving Assessor starts scoring *movement* immediately after giving you a direction.

## LOOK – ASSESSED IN L2 & P1 ASSESSMENTS

### What does 'Look' assess?

*Look* requires you to maintain awareness of surrounding traffic and conditions so you are able to interact safely with other vehicles.

*Look* is one part of a procedure competent drivers use. You are required to do mirror and head checks at appropriate and regular times.

Undertaking appropriate mirror and head checks should be automatic. During the assessment assessors often check this item when driving becomes more challenging. Performing well in these conditions indicates that you have developed *look*.

## When is 'Look' assessed?

Competent drivers look as part of their regular routine to avoid colliding with other vehicles travelling in the same direction. For example, they do it when they:

- › slow down
- › turn
- › diverge (such as when they change lanes, merge or leave and return to the kerb).

*Look* is checked more frequently by the Driving Assessor when you are performing complex driving tasks. This helps the assessor find out whether you can use *look* without having to think about it consciously.

## PATH – ASSESSED IN L2 & PI ASSESSMENTS

### What does 'Path' assess?

*Path* covers how you guide and manage the direction the vehicle takes. When assessors are scoring path they are looking at:

- › how well you steer
- › where and when you steer:

The how of *path* is the physical aspect of turning the steering wheel. You use mental skills to do the 'when' part of *path*.

*Path* is sometimes closely connected to speed. For example, going wide on the exit of a turn (this could be a curve or at an intersection) often follows as a consequence of not reducing speed before the turn. Another example of path's relationship to speed occurs when you change lanes too quickly and your passengers are thrown sideways. If this happens, it means that the amount of steering you used was not suitable for the speed you were travelling.

If you are confused about the difference between *movement* and *path*, a useful way to separate them is by remembering that you feel a poor path by sideways discomfort and poor movement from discomfort in the forward-backward direction.

If you have any weakness in *path* they will probably show up in manoeuvres in both the L2 and PI PDA.

Competent drivers are good at working out the best path to take for the manoeuvre they want to do. For example, if they want to turn around in a street and go back in the other direction they can quickly work out the best way to do it. If the street is wide enough they do a u-turn rather than bother with a 3 point turn. In doing a u-turn

they know they have enough space to complete the manoeuvre successfully.

*Path* requires you to be not only skilful at turning the steering wheel, but also at responding to feedback and making calculations about speed, distance and space.

### When is 'Path' assessed?

Your Driving Assessor checks *path* while you drive along straight sections of road.

In the L2 PDA and PI PDA your Driving Assessor checks *path* when you are performing manoeuvres.

The Driving Assessor starts scoring *path* immediately after giving you a direction.

Your Driving Assessor checks path while you drive along straight sections of road.

In the L2 PDA and PI PDA your Driving Assessor checks *path* when you are performing manoeuvres.

The Driving Assessor starts scoring *path* immediately after giving you a direction.

## SIGNAL - ASSESSED IN L2 & PI ASSESSMENTS

### What does 'Signal' assess?

*Signal* refers to using indicators. Signalling is assessed continually throughout the assessment.

You are required to use the car's indicators correctly to show an intention to turn or diverge and must signal for at least 5 seconds before moving from a stationary position.

Indicating should be an automatic response and should become almost second nature. You should not have to think consciously about doing it.

### When is 'Signal' assessed?

Competent drivers *signal* as part of their regular routine when they:

- turn
- or diverge (such as when they change lanes, merge or leave and return to the kerb).

*Signal* is checked more frequently by the Driving Assessor in the PI PDA when you are performing complex driving tasks.

This helps the Driving Assessor to assess whether you can use the indicators without having to think consciously about it.

## VEHICLE MANAGEMENT - ASSESSED IN L2 & PI ASSESSMENTS

### What does 'Vehicle Management' assess?

*Vehicle Management* assesses how you can flow well, move smoothly and take an accurate path and still keep an eye on the vehicles' instruments while you are driving.

For example, you can demonstrate the qualities of flow, movement and path when driving around a corner but if you drive with the clutch in, sit too close to the wheel, and have warning lights on the dash flashing you are not demonstrating the qualities of *vehicle management*.

### When is 'Vehicle Management' assessed?

Your Driving Assessor scores how you manage the vehicle when you first get in the car and prepare for driving and then during sections while you are following directions, performing exercises and undertaking manoeuvres.

## RESPONSIVENESS - Assessed in PI only

### What does 'Responsiveness' assess?

*Responsiveness* assesses whether you are responding to what is happening around you and keeping control of your safety and that of other road users.

Driving with *responsiveness* considers what you have to do to be safe. *Responsiveness* means hazard awareness, risk perception and actions that can minimise the possibility of the driver being involved in a crash.

Safe drivers are aware of their surroundings, they drive actively and continually adjust their driving as they notice situations change. They adjust their driving so that they have enough space to stop if someone else makes a mistake or does not follow the road rules. Safe drivers act this way 'just in case' something goes wrong which threatens their safety and that of other road users.

Drivers with *responsiveness* drive as if they are 'connected' to their surroundings. They adjust their driving to even small changes in the driving environment.

It takes a long time to learn *responsiveness* because when you start driving it all seems so strange. You need extensive experience to become fully responsive. This is why it is a good idea to get lots of experience driving under supervision – that way, if you make a mistake there is someone there to help you deal with it. Later you can draw on that experience if the same situation occurs again. As you gain more experience in a wide variety of circumstances and situations you can gradually build up your own internal library of options for dealing with driving events.

### When is 'Responsiveness' assessed?

Your Driving Assessor will mark your *responsiveness* to the events happening around you as you follow their directions in the PI PDA.

## HAZARD IDENTIFICATION - Assessed in PI only

### What does 'Hazard Identification' assess?

*Hazard identification* assesses your ability to identify hazards on your left, right, ahead, behind and oncoming whilst maintaining safe and legal driving behaviours.

A hazard is a possible source of danger that could lead to an accident. Safe drivers know how to spot them in time to take actions that will avoid accidents.

Hazards will include:

- pedestrians (**from the left, right, ahead or behind**)
- other motor vehicles (**from the left, right, ahead, behind or oncoming**)
- other road users such as cyclists (**to the left, right, ahead, behind or oncoming**)
- details of the environment such as intersections, lights, road signs, road conditions (**left, right and ahead**).

Hazards will generally not include:

- static objects such as protruding trees and parked vehicles without occupants (although the applicant may refer to them as hazards)
- pedestrians walking away from the intended path of the applicant's vehicle
- vehicles that have cleared the intersection before the applicant arrives there.

You will be required to verbally identify the hazards to the Driving Assessor for a set period of time in the final point-to-point section of your PI PDA.

Your Driving Assessor will record hazards they would expect an L2 licence holder to detect on the assessment sheet; the Driving Assessor will then cross out each hazard as you detect them. You are required to identify all hazards as detected by the Driving Assessor.

### **When is 'Hazard Identification' assessed?**

Your Driving Assessor will assess *hazard identification* in the final drive section of your PI PDA as you follow their directions.

*Hazard identification* is only assessed once during the PI PDA.





## PART 4 – IMMEDIATE FAIL AND STOPPING THE ASSESSMENTS

### FAIL ITEMS

You will automatically fail the practical driving assessments if any of the following things occur:

- › your Driving Assessor has to intervene or give you assistance to avoid a potentially dangerous situation
- › you disobey a regulatory sign
- › you speed
- › you disobey any road rule that immediately or potentially threatens safety
- › you drive without wearing your seat belt
- › you cause or potentially cause a collision or mount the kerb
- › you are unable or refuse to complete a part of the assessment
- › you offer a bribe or inducement to the Driving Assessor

### STOPPING THE ASSESSMENT

The assessor will not proceed with an assessment if:

- › in the judgment of the Driving Assessor, you are not mentally or physically fit for the assessment
- › you don't show a current car driver licence
- › your vehicle is not roadworthy
- › your vehicle is not appropriate for the class or type of licence assessment
- › your vehicle breaks down during the assessment
- › in the judgment of the Driving Assessor, something that would not normally be present during an assessment adversely affects the authenticity, fairness, reliability or validity of the assessment
- › for L2 learners – you don't show a completed logbook

## PART 5 – ARE YOU READY FOR YOUR ASSESSMENT?

Remember that the practical driving assessments are trying to determine whether or not your driving has reached an acceptable standard. This Part of the book will help you decide if you are ready to move to the next licensing stage.

### Practise the L2 PDA

To determine what you will be assessed on in the L2 PDA refer to the diagram on page 11. To make sure there are no surprises on the day of your L2 PDA you should practise:

- › identifying the cabin controls;  
Practise this with your supervisory driver to make sure you are familiar with their location and how they work.
- › 3 point turns;  
Practise 3 point turns regularly and in a variety of road environments and conditions.
- › turns at controlled and uncontrolled intersections;  
Practise pulling in to the kerb and then pulling out from the kerb focusing on signalling, checking mirrors, head checks and ensuring you are not unduly interrupting traffic flow; and
- › concentrating on maintaining the quality of your driving while being given other information.  
Practising this will help you maintain your skill level while being given instructions or other information while you drive.
- › putting the road rules into practice

Remember you can read about the assessment items in detail in Part 3 of this book.

### Practise the P1 PDA

To determine what you will be assessed on in the P1 PDA refer to the diagram on page 13. As each assessment at the P1 stage will differ slightly depending on the assessment route used it is difficult to be as specific about the kind of practice that will help you most.

Try some exercises that are similar to those in the practical driving assessments. You will be ready if you can do these exercises without difficulty. Remember, the assessments check your ability to:

- › perform set exercises
- › drive around streets following directions.

You need to practise driving under the same kinds of situations you will encounter during the assessments. You should practise the exercises first, then do some practice assessments 'following directions' and then practise both together.

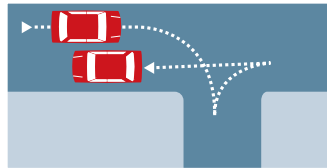
When you are able to pass the practice exercises, try driving around following directions from your supervisory driver. Next try linking exercises with 'follow directions' sections to practise the whole assessment.

## Practice exercises

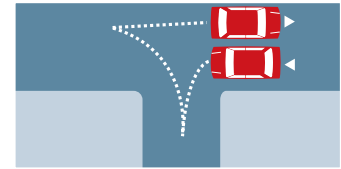
In the P1 PDA you will have to combine two manoeuvres into an everyday driving situation. We have given these exercises names such as 'Stopping for Shopping' and 'I've Left Something Behind'.

So that you don't get any surprises during the assessment, you should try various combinations of manoeuvres to build your own practice exercises. The manoeuvres that will be included in the two exercises will come from the eight manoeuvres listed below. In addition to practising these manoeuvres, for the P1 PDA you should also practise merging onto a road with a posted speed limit of 80 km/h or higher and verbally identifying to your supervisory driver hazards you detect around you.

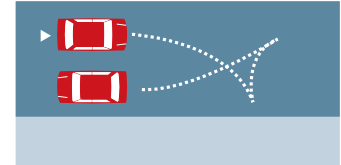
1. Drive forward into a driveway on the right, then reverse and change direction.



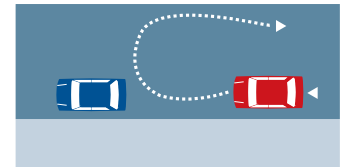
2. Drive forward into a driveway on the left then reverse out to change direction.



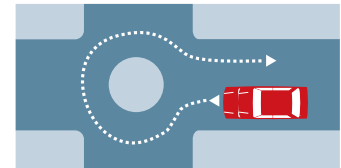
3. Complete a 3 point turn.



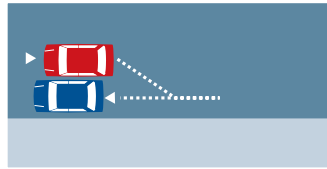
4. Complete a U-turn.



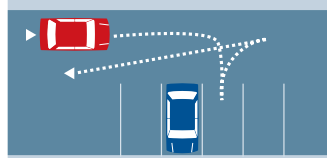
5. Complete a U-turn at a roundabout.



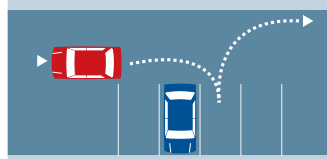
6. Complete a reverse parallel park.



7. Complete a forward angle park and reverse out.



8. Complete a reverse angle park and drive out.



## Combine the manoeuvres

By practising different combinations of manoeuvres, you will become comfortable with all of the possible combinations which you could be asked to complete during your assessment.

Try various combinations of manoeuvres in different locations.

Go into car parks and practise both forward and reverse angle parking next to other vehicles. Get the feel for driving around car parks in shopping centres.

For example, combine Manoeuvre 1 with Manoeuvre 5 (the three-point turn) and you have an exercise like 'I left something behind'. You can also try Manoeuvre 3 followed by Manoeuvre 9 (a forward angle park) in a car park nearby, manoeuvre 5 followed by Manoeuvre 8 (a reverse parallel park) is what drivers often do when they are looking for a place to park.

In addition to these manoeuvres you will also need to practise the hazard identification exercise. This involves verbally describing the hazards that are present on and around the road you are on.

More information on what is a hazard is provided in Part 3 of this book and you will recall that your Driving Assessor gave a demonstration of the hazard identification exercise in your L2 PDA.

## PART 6 – PRACTICE ASSESSMENT FORMS

When you have got a lot of driving experience and you can confidently do the manoeuvres, it is a good idea to do some practice assessments to get familiar with the process.

### How to do practice driving assessments

To practise for your assessment give this handbook to your supervisory driver so that they can read it. They have an important role in judging how you are driving and how well you are managing flow, path, movement, look, vehicle management, vehicle responsiveness (PI only) and hazard identification (PI only).

Some practice exercises and practice assessment forms can be found in the L1 & L2 logbook.

It is important to remember that your supervisory driver is not a trained driving assessor so your practice assessment may not be exactly the same as your actual assessment

## CONCLUSION

This book helps you to prepare for your L2 and PI driving assessments. To continue to drive safely, you must be prepared to continue your learning. Good drivers will learn something every time they drive.

Many drivers crash or seriously injure themselves in the first few years after obtaining their provisional car licence.

Key points to reducing your risk of being involved in a crash when you are a provisional car driver are to:

- › don't rush the learning process – it's important to gain as much driving experience as you can in different situations and conditions as a learner driver
- › assess your driving and think about what you did and then learn from your experience and
- › take every possible opportunity to drive with an experienced driver in the car and ask for their feedback on your driving.

**REMEMBER:** Get plenty of driving experience and make the most of the learning stage. Don't rush.

# APPENDIX

## Vehicle Suitability Guidelines

The following is a checklist that you should complete prior to going for your assessment to make sure the car you are using meets the suitability guidelines. Remember if your car is unsuitable you will not be able to take the assessment.

### Suitable Vehicle Guidelines

<input type="checkbox"/> current registration	<input type="checkbox"/> have a working speedometer and speed displayed on the dashboard
<input type="checkbox"/> a current registration label and registration plates attached	<input type="checkbox"/> working brake lights
<input type="checkbox"/> a working handbrake that can be easily applied by a Driving Assessor and is located between the front seats	<input type="checkbox"/> working headlights
<input type="checkbox"/> the right type of vehicle for your test (e.g. if you are going for a manual car licence in the PI PDA, you must have a manual car)	<input type="checkbox"/> working windscreen wipers and demisters
<input type="checkbox"/> car is reasonably clean and tidy	<input type="checkbox"/> tyres that aren't flat, with a tread depth of at least 1.5mm over the whole tyre surface and no bulges on the sides of the tyres
<input type="checkbox"/> a clean windscreen that is not cracked or obscured within the arc of the windscreen wipers	<input type="checkbox"/> seatbelts that meet the Australian standard and are in good working order
<input type="checkbox"/> front doors and windows that open and shut properly, from the inside and outside	<input type="checkbox"/> front seats that are securely fixed
<input type="checkbox"/> working indicators, with no white light showing	<input type="checkbox"/> working side and rear view mirrors
<input type="checkbox"/> working horn	<input type="checkbox"/> working brakes
	<input type="checkbox"/> working reverse lights





Tasmania

*Explore the possibilities*

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