



Department of
Transport



Driving Techniques for Safer Drivers

A Guide for Learner Drivers

A message from the Chief Executive Officer (CEO) of the Department of Transport

This guide assists learner drivers to develop good driving skills and pass the Practical Driving Assessment (PDA).

Both young drivers and provisional drivers crash more often than other drivers because they have not yet had the wide range of experiences they need to drive safely by themselves. Research has shown that driving experience is a major factor in reducing road crashes and that the safest time for young drivers is when they are driving under supervision while learning.

This guide emphasises the importance of gaining extensive driving experience under supervision in a wide range of situations, and will help you get the most out of your minimum 50 hours of driving.

Purpose of the guide

This guide will direct you through the learning phase and help set the foundation for a safe driving future, as it:

- gives you information about the experience you need to become a safe driver;
- explains what skills you need to develop to pass the PDA; and
- complements the information in Drive Safe: A handbook for Western Australian road users.

More information can be obtained online at www.transport.wa.gov.au/dvs

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PART 1

Learning to Drive

The Graduated Driver Training and Licensing (GDT&L) system helps you get a wide range of driving experience and develop the skills and safe driver behaviours to set you up for driving on your own.

New drivers, particularly those between 16 and 24 years of age, are up to three times more likely than other drivers to be involved in a serious road crash. Research has found that more extensive and structured driving experience under supervision can reduce the risk of crash involvement.

The GDT&L system consists of the following steps:

STEP

1

Learner's permit

- Minimum age is 16 years.
- You need to score 24/30 to pass the theory test and get your learner's permit.

STEP

2

Start to learn to drive

- Record your supervised driving hours in an approved Log Book.
- A minimum of 50 hours of supervised driving is required including five hours of night time driving.

STEP

3

Hazard perception test

- Minimum age is 16 years and six months.
- Eligible after at least six months of driving experience.

STEP

4

Continue to gain experience

- Continue to record supervised driving hours in your Log Book.

STEP

5

Practical driving assessment

- Minimum age is 17 years.
- Completed Log Book with a minimum of 50 supervised driving hours including five hours of night time driving.

STEP

6

Provisional licence

- You will have a provisional licence for two years.
- First six months: you must display white on red 'P' plates and will be subject to night-time driving restrictions.
- Remaining period: you must display white on green 'P' plates.

NOTE: Between steps 2 and 4, you must record a minimum of 50 supervised driving hours, including five hours at night.

Getting ready to drive

Learner's permit conditions

Learner drivers must:

- hold a valid learner's permit;
- display L plates on the front and rear of the vehicle;
- always be accompanied by a person eligible to provide instruction while driving, including parking;
- have a zero Blood Alcohol Concentration (BAC);
- not exceed the posted speed limit, and not exceed 100 km/h; and
- not drive in areas where learners are not permitted, such as Kings Park.

Completing the Log Book

All learner drivers under the age of 25 must complete a minimum 50 supervised driving hours to be eligible for a WA driver's licence. Five of these hours must be completed at night (between sunset and sunrise).

You can accrue these hours before or after you have passed the Hazard Perception Test (HPT), but you must have recorded a minimum 50 hours of supervised driving in an approved Log Book (including five hours of night time driving) before you attend your PDA. Approved log books include the paper Learner Log Book and the Learn&Log™ app.

If you're over 25 or applying for a moped (R-N) licence only, you are exempt from the Log Book, but must complete all other steps to get a WA driver's licence.

Get quality instruction

You need to get as much driving experience in as many different road, weather, and traffic conditions as you can. You will do this with the help of your supervising driver.

Your supervising driver should:

- be someone you feel comfortable with;
- be a competent driver and have a good driving record;
- know and follow the road rules; and
- help you reach all the goals in each stage of learning to drive.

Your supervising driver must be a professional driving instructor, or have held a licence for at least two years in the case of driving a moped, or at least four years in any other class. For more information, visit www.transport.wa.gov.au

Learning to drive can be stressful for both you and your supervisor, especially when it's new. Starting off with a professional driving instructor can be a good idea as they have experience with beginners and can help put you at ease.

Visit www.keys2drive.com.au to find out about a free lesson for you and your supervising driver.



Supervising driver responsibilities

Learning to drive works best when you have a partnership with your supervising driver.

A supervising driver isn't just a passenger; they have an important job to do:

- Work with you to plan driving sessions.
- Show you how to set the vehicle up for driving.
- Be available to give you lots of on-road experience.
- Give clear instructions.
- Keep calm, alert and be patient.
- Teach new skills and talk about driving situations.
- Encourage courteous, responsible and safe driving.
- Obey by the same alcohol and drug restrictions that would apply if they were driving the vehicle.
- Sign off the trip in the Log Book after each driving session.

»» Remember, if your supervisor holds an automatic licence they cannot teach you to drive a manual vehicle.

There are resources for supervising drivers available on the Department's website www.transport.wa.gov.au

Learning the skills to drive safely

Safe driving is more difficult than it seems – it takes years of practice, and recording at least 50 hours is just the start.

The most important driving skills are the ability to identify and respond to potential hazards and the ability to drive safely in different conditions. Getting lots of varied on road practise as a learner driver will help develop these skills.

You will get more benefit from your driving experiences if you vary the situations in which you drive. You should try driving in different:

- light conditions (e.g. day, night, sunrise and sunset);
- types of roads (e.g. highways, or gravel roads);
- weather (e.g. rain or cloudy conditions); and
- traffic density (e.g. light or heavy).

Only try driving in these conditions once you're comfortable controlling your car. Try one new condition at a time, so you are able to become familiar with each new situation.

Dealing/thinking about stress

Most learners and supervising drivers find that stressful situations arise while learning. Expect to feel anxious occasionally because learning to drive safely is far more complex than most people realise.

It's relatively easy to start, stop and steer, but developing and applying safe driving skills in complex situations can be very difficult.

Keep the following in mind:

- If you feel stressed or angry, stop the car safely and take a short break.
- If the driving conditions become worse and your supervising driver is uncomfortable, stop the practice session and let them drive. Driving sessions should never place you at risk of crashing and learners should never drive beyond their ability or skills.
- Keep reminding yourself that a few mistakes will happen; however, there will be lots of progress.

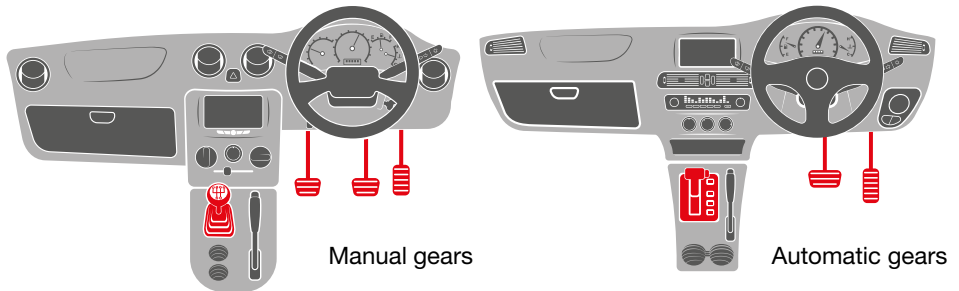
During a stressful situation your supervisor should remain calm and talk you through it. When you have finished the driving session it's a good idea to talk about what to do differently next time.

Choosing your car

When you start learning to drive, you'll need to choose whether you want to get an automatic or manual licence.

If you use an automatic vehicle when you pass your PDA you can only drive automatic vehicles in the future.

If you get a manual licence, you can drive automatic or manual vehicles.



Driving a manual car

- Drive around corners in a gear that helps you control the car. Don't have the clutch in around corners.
- Keep your foot off the clutch unless you're changing gears or stopping the car from stalling.
- Use the correct gear. Don't over-rev or strain the engine.
- Use your right foot to brake.

Driving an automatic car

- When stationary, always keep the park brake or foot brake applied.
- If you use the gear stick when driving, choose gears that won't strain the engine.
- Use your right foot to brake.

Pre-trip checklist

Before you drive a car, you need to check:

- that it's licensed and roadworthy;
- that it's well-maintained (petrol, air pressure in tyres, reverse lights are working etc.);
- around the outside for any dangers (e.g. broken glass);
- the directions of the wheels to see which way the car will move; and
- that there are no small children or animals near the car.

Before you start the engine, you should:

- adjust the seat and head restraint;
- adjust mirrors and other controls;
- put on your seatbelt (and make sure all passengers put on their seatbelt); and
- spend some time getting to know the car's controls.



Stages of learning to drive

You need to plan your driving sessions to match your level of experience.

Stage 1: Learn basic skills and how to control the vehicle

Where and when?

- Quiet car park
- Empty residential street
- No through road
- Quiet sealed country road
- In fine weather, in the rain, and during the day.

You can move onto the next stage when you can do all skills in the checklist:

Tasks	Performed ✓
Set up the car for driving.	
Find the controls and know how to use them.	
Start the car.	
Move off slowly and smoothly.	
Slow down and stop smoothly at a chosen location.	
Corner smoothly at low speed.	
Stop the car on a slight slope and move off again using the handbrake.	
Smooth and efficient use of gears in low speed (manual cars only).	
Clutch release (manual cars only).	
Reverse in a straight line and around a curved path.	
Correctly position the car on the road and stop the car safely.	
Use the mirrors correctly and look over your shoulder to check blind spots.	

Stage 2: Driving on quiet roads and scanning for hazards

Where and when?

- Quiet residential street
- Busy residential street
- Low speed road
- Moderate traffic
- In fine weather, in the rain, and during the day and at night.

Here are some tips for you and your supervising driver:

- Mark out a route to drive within your local area.
- Your first route should look like a rectangle with left turns only.
- With each driving session, increase the complexity of the route so it includes roundabouts and going straight, or turning right at an intersection.
- As you get more experience, you should add some wet weather and night-time driving.
- Keep practising slow-speed manoeuvres such as parking.
- Towards the end of this stage, begin to drive on busier streets to get a sense of what the next stage will involve.
- Let your supervisor navigate for you. You should be concentrating on seeing and obeying the signs and driving at a safe speed while noticing and avoiding potential hazards.
- After each session, talk to your supervising driver about how you went and what you can do to improve next time.

You can move onto the next stage when you can do all skills in the checklist:

Tasks	Performed ✓
Move away from the kerb safely.	
Stop at the kerb safely.	
Check for potential hazards when moving off.	
Drive safely around corners.	
Drive safely on straight, quiet roads.	
Turn left at intersections safely.	
Safely negotiate roundabouts.	
Slow down smoothly when approaching intersections or other vehicles.	
Follow all road signs and traffic lights.	
Use mirrors correctly, looking over shoulder and through the rear side windows when necessary.	
Travel through intersections safely.	
Turn right at quiet intersections safely.	
Drive within the speed limit and at safe speed for the conditions.	
Leave a safe distance between your car, other cars, and the kerb.	
Start and stop on hills (manual cars only).	
Complete a 3-point turn.	
Park and parallel park smoothly.	
Reverse out of a driveway or a parking spot safely.	
Check for and respond to potential hazards in quiet streets (e.g. other vehicles, cyclists, pedestrians, animals).	

Stage 3: Driving in complex areas

Where and when?

- Low, medium, and heavy traffic, including freeways and highways
- Country roads
- In fine weather, in the rain, and during the day and at night.



You can move onto the next stage when you can do all skills in the checklist:

Tasks	Performed ✓
Enter busy traffic safely.	
Cope with short freeway trips.	
Keep in your own lane and change lanes safely.	
Negotiate and turn at traffic lights safely.	
Handle busy roundabouts safely.	
Cope with busy intersections safely.	
Turn across oncoming traffic safely.	
Smoothly slow down and choose a suitable speed when approaching intersections and curves.	
Check mirrors and blind spots before changing lanes or when turning.	
Drive on high speed roads safely.	
Plan your own driving routes for normal driving trips.	
Overtake other vehicles safely on divided multi-lane roads.	
Spot and avoid potential hazards.	
Select safe gaps when entering or crossing traffic.	
Keep safe following distances in busy traffic.	
Drive within the speed limit and at a safe speed in busy traffic.	
Practise exercises for the PDA. (see Part 4)	


Hazard Perception Test (HPT)

The HPT is a computer-based test that displays a series of moving traffic scenes. You will be tested on your ability to observe the whole road scene to identify and assess possible traffic hazards and to make timely responses to avoid or deal with the hazards.

What to do on the day

Make sure you:

- are a minimum age of 16 years and six months;
- have at least six months of driving experience (from the issue of your learner's permit); and
- bring your learner's permit card or present your primary and secondary identification.

 ***You are strongly recommended to gain as much driving experience as possible prior to the HPT.***

Completing your HPT

You can sit the HPT at any Driver and Vehicle Services (DVS) centre, regional DoT centre or agent.

All tests must commence before 3.45 pm. You do not need to make an appointment to sit the HPT at any metro DVS centre.

Once you have passed your HPT, you must continue to gain experience and record supervised driving hours in your Log Book.

Stage 4: Rehearsing to be solo

Where and when?

- Low, medium and heavy traffic, including freeways, highways, and country roads
- In fine weather, in the rain, and during the day and at night.

Once you pass your HPT, you need to build on your experience and continue to record a minimum of 50 supervised driving hours including at least five hours at night (between sunset and sunrise).

By the end of this stage you should be ready to drive safely as a solo driver in a wider range of driving conditions. You and your supervising driver should agree that you can drive safely in light and heavy traffic and in all sorts of driving conditions.

»» ***You are strongly recommended to complete more than the minimum 50 hours of supervised driving as this will better prepare you for when you can drive on your own.***



You can move onto the next stage when you can do all skills in the checklist:

Tasks	Performed ✓
Drive safely in heavy and light traffic.	
Use correct car controls (accelerator, brakes, gears, steering, indicators, lights).	
Steer and brake smoothly to avoid skidding.	
Maintain a safe distance from other vehicles and increase following distance on wet roads.	
Choose a speed appropriate to the traffic, weather and road conditions (e.g. unsealed roads, reduced visibility).	
Plan your own driving routes and get from starting point to destination.	
Make safe driving decisions.	
Obey all signs, road markings and speed limits.	
Handle complex tasks such as merging on freeways, reversing from driveways, parallel parking and changing lanes in busy areas and intersections.	
Scan for and respond to other road user's movements and hazards on and around the road.	
Drive safely on a range of roads and in different conditions.	
Leave a safe gap when turning across other traffic.	
Pick suitable gaps in traffic and checks mirrors and blind spots when changing lanes or turning.	
Checks mirrors before braking.	
Drive safely without help from the supervising driver.	
Manage moderate levels of distraction in the car (music, passengers etc.).	
Have strategies in place to reduce distractions and stay safe.	
Use headlights when required and do not look directly into oncoming headlights.	

Here are some tips for you and your supervising driver:

- This stage is all about rehearsing for solo driving. Move slowly into this stage – there's still more practise and learning to do.
- Your supervising driver will still offer advice and suggestions and will help you look for potential hazards, but increasingly you'll need to practise driving as if most of the responsibility and decision making belong to you.
- If you need to go somewhere by car, ask to drive.
- If you haven't done much wet weather driving and it rains, ask for some extra practice sessions.
- If you haven't driven on a freeway or rural road, ask for a session to practise on this road type.
- Now is the time to get some practise with passengers in the car. It is important to make sure that your passengers understand the importance of letting you focus on driving.
- Gradually introduce distractions such as radio, but make sure you can keep your mind on driving. At first, add distractions only when you're driving in easier conditions. Once you can manage these in easier conditions, add them during more complicated trips — but stay in control. Make sure you can focus on driving and that the distraction doesn't cause you to lose concentration.
- You're in charge of the car when you are driving now. It is OK to tell passengers to keep quiet.
- It's important to use a vehicle safely and consistently, in all conditions and traffic, so that you're prepared for when you'll be driving solo.
- Start making some longer trips, but make sure you manage your fatigue. Don't drive when you are feeling tired and have a rest stop at least every 1½ hours.



PART 2

The Practical Driving Assessment

This Part of the guide provides a brief overview of what to expect during the PDA.

How does the assessor judge?

During your PDA the assessor will look at the components of good driving skills and at how well you put the components together. The assessor makes these checks while you are doing driving tasks as part of your PDA.

They will look at how well you:

- operate and guide the car;
- put the road rules into practise;
- fit in with other traffic; and
- see and respond to hazards.

The assessor will compare your performance to that described in the Driver Licensing Competency Standard, which is available on the Department's website www.transport.wa.gov.au/dvs. To pass the PDA you must have made significant progress towards meeting the Standard.

Assessors are subject to regular auditing and training. An auditor, trainer or trainee may sit in the back of the vehicle during your assessment for quality assurance purposes.

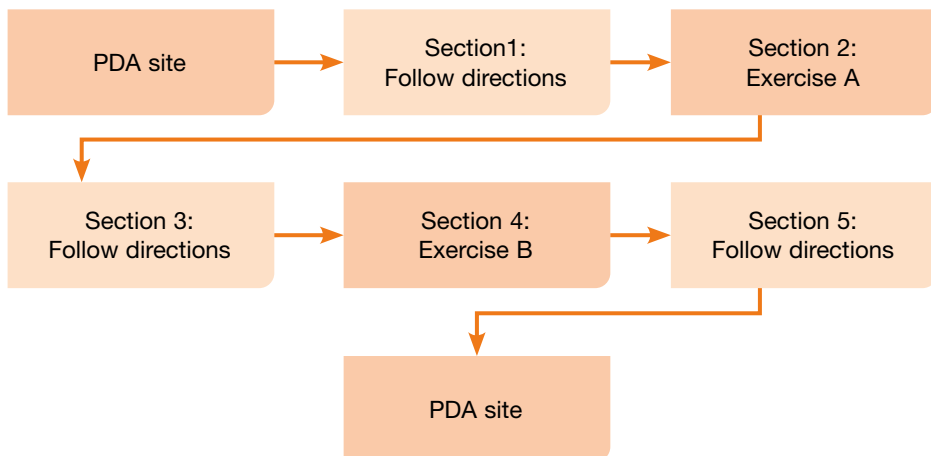
How does the PDA work?

The PDA has five sections – during three sections you will be asked to follow directions and during two sections you will have to perform set exercises.

- When you are following directions, the assessor will be telling you when to make turns at intersections and guiding you on the journey from the PDA site and back again.
- When you are performing exercises, the assessor will explain to you what you have to do. You will have to decide the best way to do the exercise for yourself.

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

The diagram below summarises how the PDA works.



While you drive, the assessor watches you and uses ‘PDA items’ to help judge your performance. The PDA items list what you are expected to do. The assessor has to judge whether you do what the PDA items require you to do.

The assessor records the judgement by indicating ‘YES’ or ‘NO’ as you drive. If the assessor writes something it doesn’t necessarily mean that you have made a mistake.

How long does it take?

The driving part of the PDA will take around 35 minutes.

Remember, if you are more than five minutes late for your PDA, you will not be assessed.

What happens at the end of the PDA?

When you arrive back, the assessor will tell you the result of your PDA.

If you PASS

Nobody’s perfect and even if you pass the PDA, it is likely that you would have made some errors. The assessor will tell you which areas of your driving did not meet the Standard.

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

If you Don't PASS

The assessor will explain to you which areas of your driving did not meet the Standard.

The PDA form will clearly show you and your supervisor where your performance needs to improve. The assessor will also give you some specific information on how you can improve your driving before you take the PDA again.

What will the assessor look for?

During each section of the PDA, your performance will be assessed against seven PDA items. There are also some serious faults that can cause you to fail. They include all of the offences for which you can incur demerit points while you have a provisional licence, together with things that clearly indicate you are not ready to drive on your own.

You will automatically fail if you:

- disobey a regulatory sign e.g. stop sign;
- speed; or
- drive without wearing a seat belt.

Refer to the full list in Part 3 - PDA Items.

Vehicle suitability - C class vehicles

You need to provide a licensed roadworthy vehicle for your PDA for your personal safety and the safety of the assessor and other road users. If the vehicle is deemed unsuitable, you will not be assessed and your PDA will be cancelled. Note, other factors may contribute to a vehicle being deemed unsuitable.

This guide may be used for all vehicle classes.

Vehicle suitability inspection

The assessor will conduct a brief vehicle suitability inspection to check that your vehicle meets minimum safety standards.

Vehicle suitability factors

- **Speedometer**
Must be operational to ensure that the speed limit is being adhered to.
- **Horn**
Must operate to provide audible alerts to others.
- **Door handles**
All door handles (internal and external) must operate so users can safely enter and exit the vehicle.
- **Mirrors**
Interior and exterior mirrors must be fitted and adjusted to provide maximum view of the rear of the vehicle on both sides.
- **Handbrake**
The handbrake must hold the vehicle stationary on a slope. For car (C class) PDAs the handbrake must be centrally mounted and easily accessible to the assessor (excluding driving school cars fitted with 'dual controls').
- **Lights**
All globes, lenses, and controls must work effectively. Reflectors must have minimal corrosion, lenses must not be cracked or faded, and headlights must be correctly focused.
- **Head restraints**
Must be fitted to vehicles that are manufactured with them.
- **Exhausts**
The exhaust system must be secure and not produce excessive noise or leak.
- **Pedals**
The accelerator, brake, and clutch pedals must have anti-slip or non-slip coverings, unless manufactured without them.
- **Seat belts**
The use of seat belts is a vehicle occupants' main protection against serious or even fatal injury in the event of a crash. Seat belts must operate correctly and not be frayed, twisted or damaged.

- **Tyres**
Tyres must have the appropriate speed and load rating for the vehicle and should not be mismatched, worn or damaged. All tyres must have at least 1.5mm tread depth across the entire width of the tyre.
- **Windscreen**
Cracks and/or chips can impair visibility and may reduce the structural strength of the vehicle. A crack over 15cm long or any crack in the driver's line of sight is not acceptable.
- **Windscreen wipers and washers**
Wiper blades must be operational and should prevent dirt and moisture from obscuring visibility.
- **Windows**
All windows must be operational, users must be able to open windows.
- **Air-conditioner/demister**
Must be operational (when required) to ensure visibility through the windscreen in low temperatures and for the safety of occupants from heat.
- **Cleanliness**
The interior and exterior of the vehicle should be reasonably clean and any loose objects secured for the safety of occupants.
- **Learner "L" Plates**
Must be removed for your scheduled assessment.





PART 3

The PDA Items

This Part details exactly what your assessor will be looking for during your PDA. It explains how the assessor will score what you do and tells you how you need to drive to pass the PDA. You should read the examples in conjunction with Drive Safe: A handbook for Western Australian road users.

Terms used in this guide

The words with special meanings that have been used in this guide are:

- diverge means a manoeuvre in which a vehicle changes its position on the road. Two common examples of diverging would be pulling out from the kerb and changing lanes;
- an exercise is an activity during the PDA consisting of two low speed manoeuvres that are typical of an everyday driving task;
- manoeuvres which include all low speed and road speed manoeuvres;
- merge which occurs when two lanes of traffic merge into one;
- road speed manoeuvres which include changing lanes, merging, turning at intersections, giving way, and stopping at intersections;
- slow manoeuvres which include parking, starting off from the side of the road, and turning around in tight spaces (for example, three-point turns); and
- turn which includes turning at an intersection to leave one street and enter another.

3.1 Flow

3.1.1 What does 'Flow' assess?

Flow assesses how well you combine driving skills together.

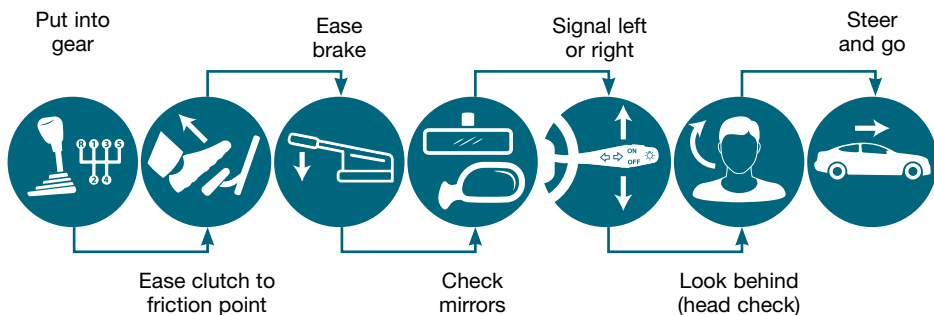
When your driving flows it suggests that you are becoming a competent driver. It is a sign that you have learnt the individual driving skills and that you can put them together and you do not have to think consciously about what to do. You can do things 'automatically'. If your driving flows, you can have a conversation with a passenger without it affecting your driving in any way.

To develop the flow quality of your driving, you need to get as much driving experience as possible. One or two 'practice runs' in a few situations will not be enough. Flow also covers how well you deal with mistakes. Even competent drivers make mistakes, but when they do, they can generally correct and adjust their driving without breaking their flow.

The diagram below represents what flow might look like – one part flows to the next. As one part is finishing, another part is starting, and sometimes several parts happen at once.

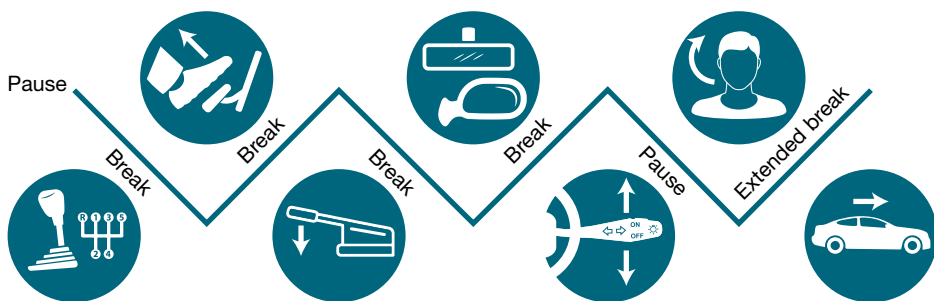
A competent driver combining the parts of a task

When a competent driver makes an error, such as stalling the car, they immediately restart the engine without interrupting their flow. This is a sign of competence. You can make mistakes and still receive a ‘PASS’ for flow.



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.



3.1.2 When is ‘Flow’ assessed?

Your assessor will check the flow of your driving when you are performing either slow or road speed manoeuvres.

The assessor starts scoring flow immediately after giving you a direction.

3.1.3 How is 'Flow' scored?

✓ **When all conditions are met.** ✗ **When any of these occur.**

✓ You start the manoeuvre.

✗ You do not respond to an instruction from your assessor.

✗ You are very slow starting or miss opportunities to start a manoeuvre.

✓ You proceed continuously through the parts of the manoeuvre.

✗ You stumble or pause while performing parts of the manoeuvre.

✓ You proceed directly through a series of manoeuvres.

✗ You falter joining manoeuvres together.

✓ You fit in with other traffic.

✗ You inconvenience or unnecessarily slow or hold up other road users when doing a manoeuvre.

✓ You comply with the rules for stop signs, give way signs, traffic signals, and right of way.

✗ You don't comply with the rules for stop signs, give way signs, traffic signals, and right of way.

✓ You drive without assistance.

✗ You ask for, or require, help from the assessor to perform any manoeuvre.

✓ You adjust your driving as situations change.

✗ You continue with the same driving pattern even though situations are changing.

✓ You direct your eyes to hazards posing an immediate threat.

✗ You keep your head and eyes directed forward when approaching hazards to the side.

✓ You smoothly adjust to a safe speed in the presence of threats to safety.

✗ You adopt a speed that would prevent you avoiding a collision with road users who are not complying with the law or with safe and reasonable driving.

✓ You use a suitable, safe, and legal low-speed manoeuvre for the location.

✗ You use an unsuitable, unsafe or illegal manoeuvre for the location.

3.1.4 Examples of 'Flow'

The following examples of flow represent the aspects of your driving that the assessor will be checking when assessing flow. In the following diagrams, you are driving the green car.

At various times your assessor will ask you to follow directions or perform specific exercises. You should start the manoeuvres promptly.

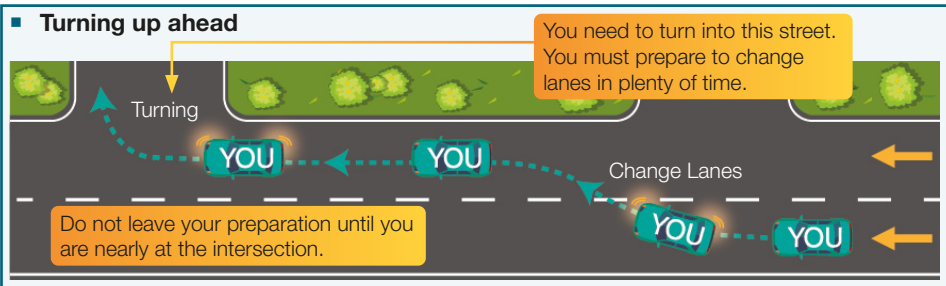
Finding somewhere to turn around



If you have to turn around, select the first suitable location. It must be safe and legal.

You must show the assessor you can quickly identify places to do manoeuvres. You should not have to stop and think about what to do.

Turning up ahead



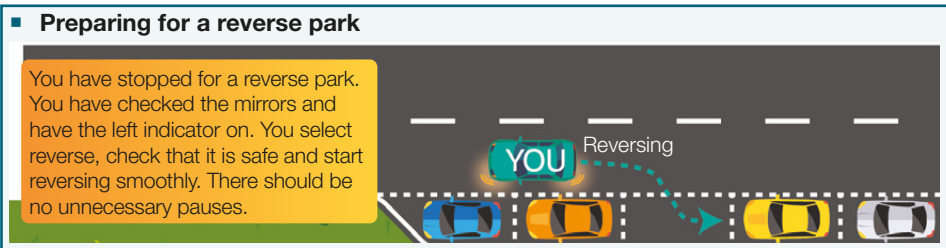
You need to turn into this street. You must prepare to change lanes in plenty of time.

Do not leave your preparation until you are nearly at the intersection.

Turning

Change Lanes

Preparing for a reverse park



You have stopped for a reverse park. You have checked the mirrors and have the left indicator on. You select reverse, check that it is safe and start reversing smoothly. There should be no unnecessary pauses.

Reversing

Turning at an intersection

Leaving

From the approach to the turn until leaving the turn, your driving should flow.

GIVE WAY

you

Approaching

You are going to turn. There is no traffic on the road you are entering. You have a clear view both ways. When you get to the intersection you do not have to stop, pause, and think about what to do.

Detailed description: This diagram shows a car labeled 'you' in a blue box approaching a T-junction from the bottom. A red triangular 'GIVE WAY' sign is on the left. A dashed blue arrow points from the car towards the top of the junction, labeled 'Leaving'. A yellow text box on the left explains that driving should flow from approach to turn. Another yellow text box on the right states that if there is no traffic on the road being entered, there is no need to stop or pause. The road is shown with dashed white lines and green grass on either side.

Timing a turn at an intersection

Cars on this street should not have to brake when you turn

Don't rush. You may leave the first gap to make sure you have worked out the gap size correctly. You should take the next suitable gap.

You should not hold up cars on this street if it is safe to go.

GIVE WAY

you

Detailed description: This diagram shows a car labeled 'you' in a blue box at a T-junction, approaching from the bottom. A 'GIVE WAY' sign is on the left. A dashed blue arrow points from the car towards the top of the junction. On the top street, there are two cars (one orange, one yellow) moving in both directions, indicated by yellow arrows. A yellow text box at the top right says 'Cars on this street should not have to brake when you turn'. A larger yellow text box on the right says 'Don't rush. You may leave the first gap to make sure you have worked out the gap size correctly. You should take the next suitable gap.' A yellow text box on the left says 'You should not hold up cars on this street if it is safe to go.' The road has dashed white lines and green grass on the sides.

Timing a lane change

Traffic should not be inconvenienced

YOU

YOU

YOU

When changing lanes you should fit in with other traffic safely and legally.

Detailed description: This diagram shows a car labeled 'YOU' in a blue box in the middle lane of a three-lane road. A dashed blue arrow points from the car to the left lane, where another car labeled 'YOU' is shown. A yellow text box at the top right says 'Traffic should not be inconvenienced'. A yellow text box at the bottom right says 'When changing lanes you should fit in with other traffic safely and legally.' The road has dashed white lines and green grass on the sides. Other cars are shown in the top and bottom lanes.

You proceed continuously through the parts of the manoeuvre

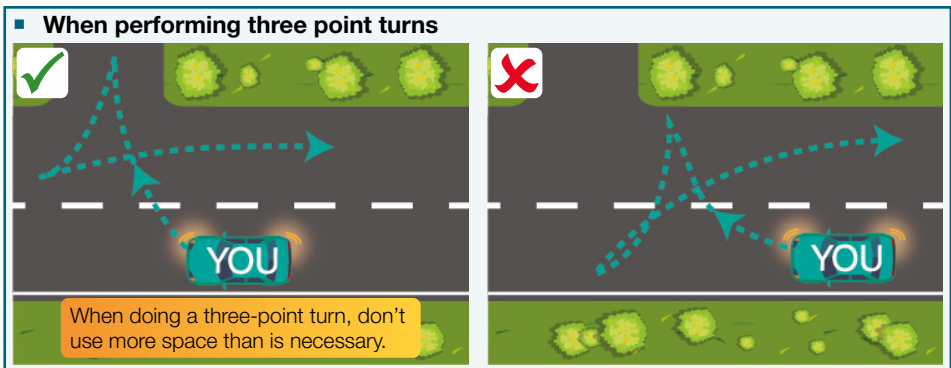
Most manoeuvres have many parts. When your driving flows, all those parts blend from one into the next. In basic manoeuvres you should not have to pause and think about what to do.

You perform your manoeuvres so that they fit in with other traffic

When you perform manoeuvres such as leaving the kerb, changing lanes, or turning at intersections or roundabouts you must fit in with other traffic.

You must be able to:

- look for gaps in the traffic;
- decide which gap allows you enough space to complete the manoeuvre safely; and
- drive smoothly into your chosen gap.



Choose a safe location in which to complete the manoeuvre or you may also be marked down for FLOW. Attempting a manoeuvre in a very unsafe location could cause you to fail your PDA.

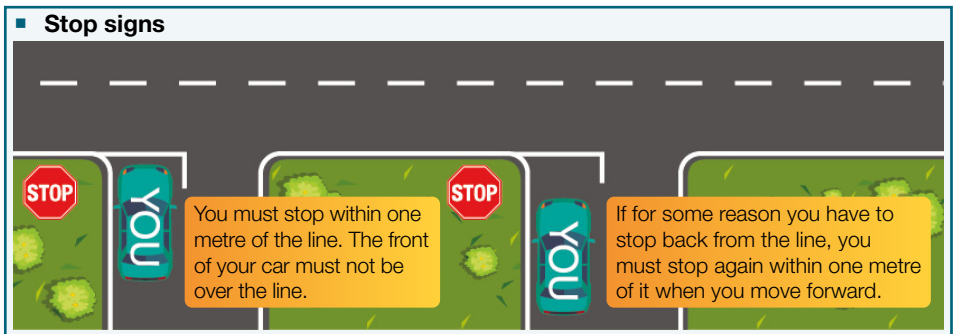
The location you choose should be away from:

- blind corners;
- hill crests;
- large parked vehicles; and
- any other obstructions.

It should also be more than 30m from any traffic control lights.

You comply with rules for stopping and giving way

Flow also assesses your ability to apply certain road rules, particularly stopping and giving way.



You will fail the PDA if you do not come to a complete stop at stop lines. If there is no stop line, you must stop as near as practicable before entering the intersection.

3.2 Movement

3.2.1 What does 'Movement' assess?

Movement assesses whether the car moves smoothly when you drive it forwards or backwards.

Competent drivers move forwards and backwards smoothly and stop accurately. They also adjust their speed so that it is legal and it best suits the driving task they are doing.

To manage movement you need the physical skills to work the vehicle's controls such as the accelerator, brakes, and gears.

You also need mental skills which enable you to:

- regulate your speed;
- work out stopping points; and
- decide how to spread the vehicle's braking out across the available stopping space.

When you manage your vehicle's speed well, passengers feel comfortable because the vehicle moves smoothly and travels at a speed that is right for the situation.

3.2.2 When is 'Movement' assessed?

Your assessor will check the movement aspect of your driving when you are performing either slow or road speed manoeuvres.

The assessor starts scoring movement immediately after giving you a direction.

3.2.3 How is 'Movement' scored?

✓ **When all conditions are met.** ✗ **When any of these occur.**

- ✓ You always move in the correct direction for the manoeuvre you are doing.
- ✗ You travel in the wrong direction for more than 30cm, the car rolls back, or you drive off in the wrong gear (e.g. reverse instead of first) and move in the direction NOT intended.

- ✓ Your vehicle moves smoothly and remains stable when you start moving and when you adjust speed.
- ✗ Your vehicle moves roughly and is not stable when you start moving or when you adjust speed. That is, the vehicle jerks.

- ✓ You vary the speed to suit different stages in a manoeuvre.
- ✗ You travel too quickly or drive excessively slowly for any part of the manoeuvre.

- ✓ You travel within the speed limit.
- ✗ You exceed the speed limit (**AUTOMATIC FAIL**).

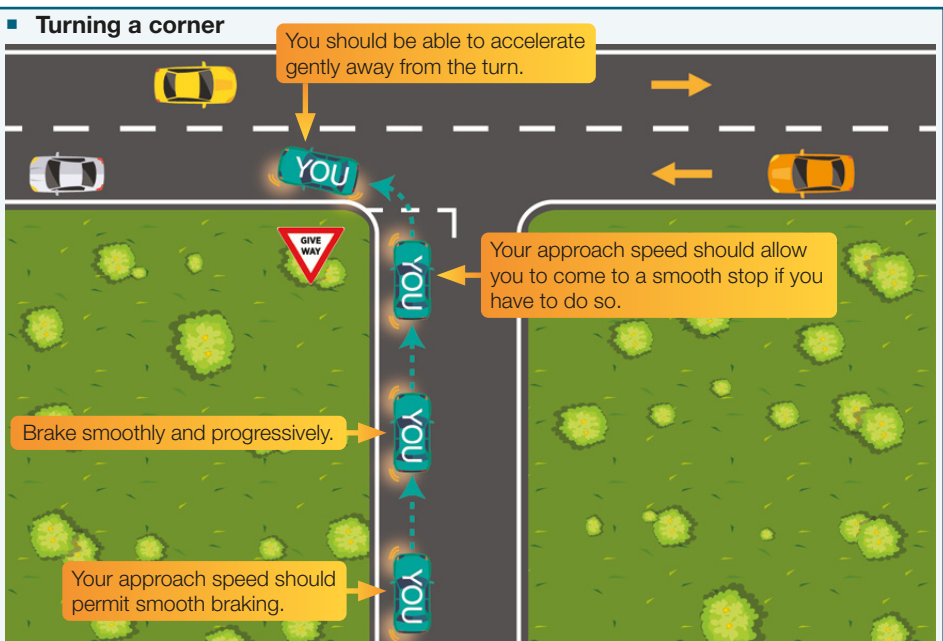
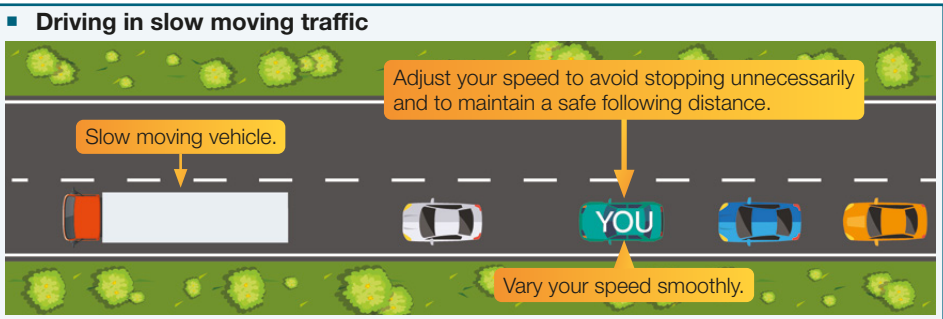
- ✓ You stop accurately.
- ✗ You stop well before or past the desired stopping point.

3.2.4 Examples of 'Movement'

The following examples of movement represent the aspects of your driving that the assessor will be checking when assessing movement. In the following diagrams, you are driving the green car.

You vary your speed

You must match your speed to the manoeuvre you are doing. This means speeding up (without exceeding the speed limit) or slowing down to suit the situation. Your driving should be comfortable for passengers, not too fast so you have to rush things, and not unnecessarily slow.




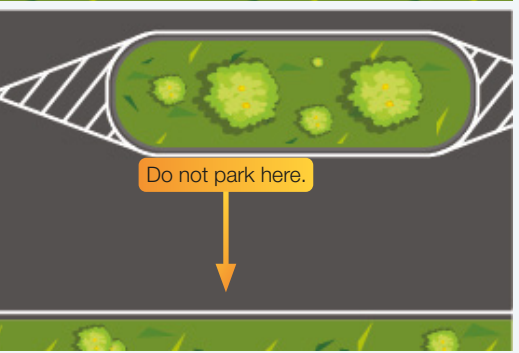


■ **Low speed manoeuvres**

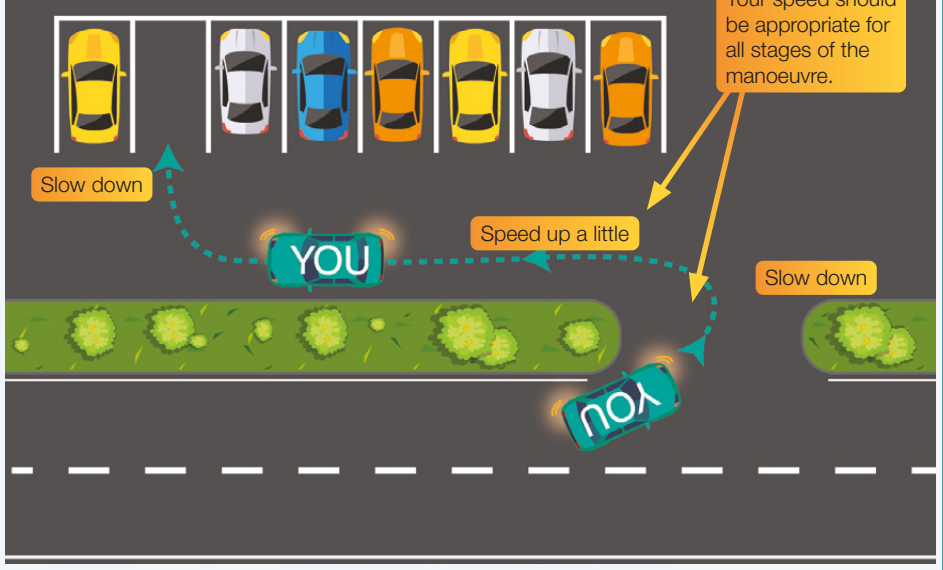
 <p>You must stop behind the line if required.</p> 	 <p>Do not overshoot.</p> 	 <p>Do not stop well before the line.</p> 
<p>Stop before hitting the kerb.</p> 	<p>Stop before hitting the kerb.</p> 	<p>Stop before hitting any object.</p> 

■ **Parking**

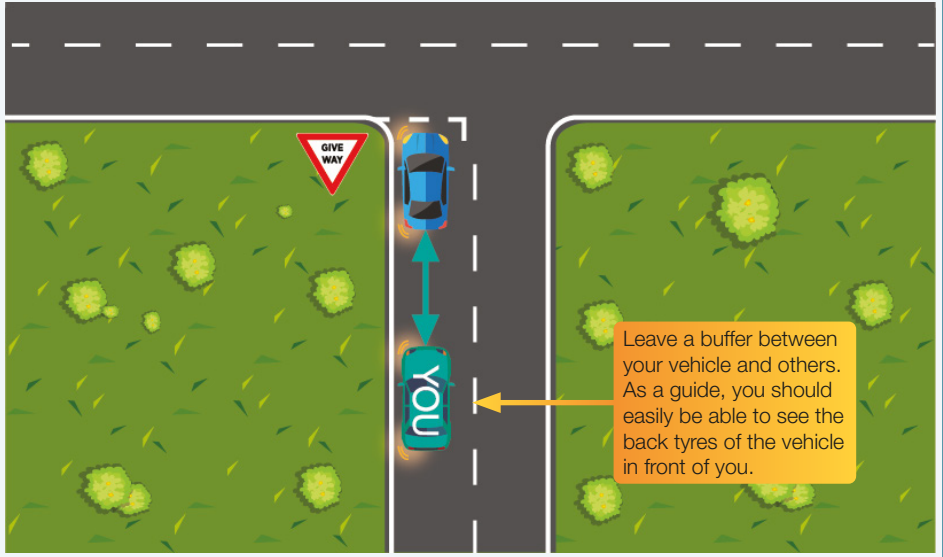
When you have to park, look ahead and choose a safe and legal location.

<p>Park here.</p> 	<p>Do not park here.</p> 
<p>Park here.</p> 	<p>Do not park here.</p> 

Driving into a car park



Stopping



3.3 Path

3.3.1 What does 'Path' assess?

Path assesses whether you pick the best track and stay on track.

Competent drivers choose the best manoeuvre and route for a situation and keep 'on track'. They don't need to make major adjustments to their steering to stay on track.

When assessors are scoring path they are looking at:

- how well you steer; and
- 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' and 'where' part of path.

Path sometimes has a relationship to speed. For example, if you go too wide at the end of a turn, it could be because you did not reduce speed enough before you started the turn. Or 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 have any weaknesses in path they will probably show up in slow speed manoeuvres. Competent drivers are good at working out the best path to take for the manoeuvre they want to do. For example, they don't reverse over to the wrong side of the road or clip kerb edges when turning into or out of a driveway.

3.3.2 When is 'Path' assessed?

Your assessor checks the path aspect of your driving when you are performing manoeuvres in which you change direction. There are also checks while you drive along straight sections of road.

The assessor starts scoring path immediately after giving you a direction.

3.3.3 How is 'Path' scored?

✓ **When all conditions are met.** ✗ **When any of these occur.**

- ✓ You track accurately in manoeuvres, curves and on straight roads.
- ✗ You don't steer accurately, or you follow a path that uses more or less steering input than is appropriate for the manoeuvre.
- ✓ You keep the vehicle stable during changes of direction.
- ✗ Your steering tends to unbalance passengers.
- ✓ You travel centrally in the lane (where lanes are marked).
- ✗ You travel over or near line markings unnecessarily.
- ✓ You use the most travelled section of road.
- ✗ You adopt a position on the road not normally followed by other road users.
- ✓ You follow a legal path.
- ✗ You travel an illegal path.
- ✓ You use steering well and at the appropriate time.
- ✗ You don't use your steering well, or you steer inappropriately.
- ✓ You adopt a path that suits the environment.
- ✗ You adopt a path that places the vehicle unnecessarily close to a series of hazards.

3.3.4 Examples of 'Path'

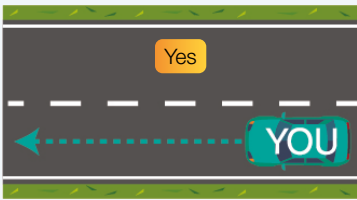
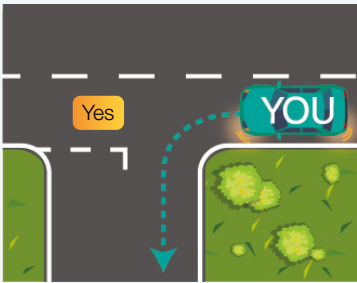
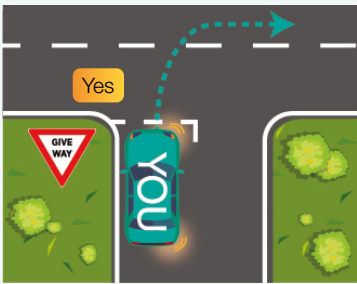
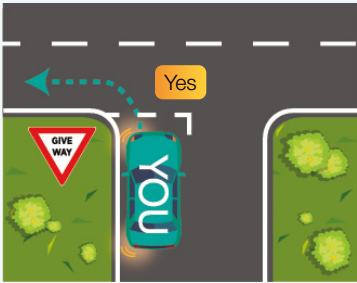
The following examples of path represent the aspects of your driving that the assessor will be checking when assessing path. In the following diagrams, you are driving the green car.

You steer accurately

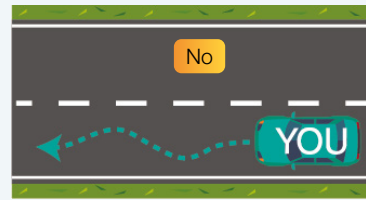
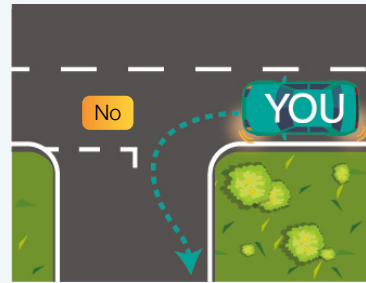
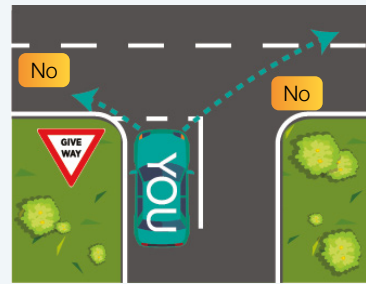
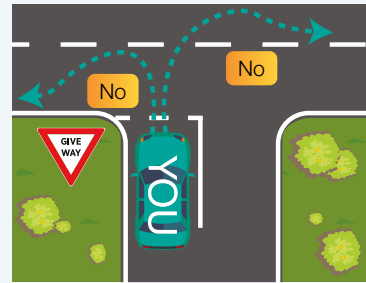
You should be able to work out the best path to take and stay on track.

■ **When turning**

Your path should look like this:



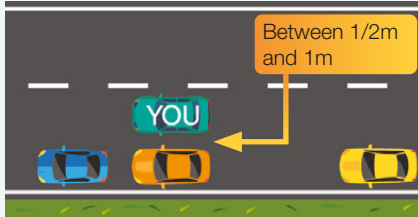
Your path should not look like this:



When reverse parking

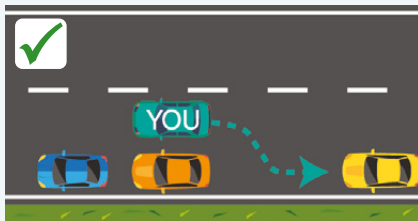
START

Start a safe distance out, between a half metre and one metre out from the other vehicle. You should be reasonably parallel to it.



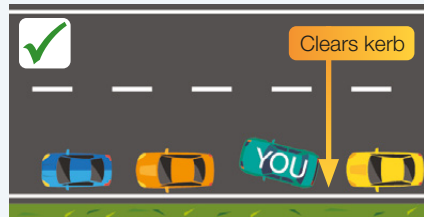
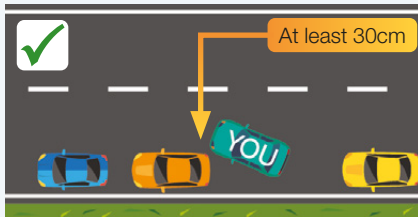
REVERSE

Use definite and appropriate changes in direction. Try to end up close to, and about parallel to, the kerb on your first reverse manoeuvre.



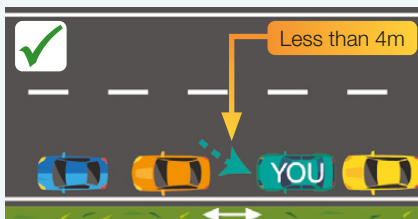
LEAVE ROOM FOR ERROR

Allow about 30cm or more from other vehicles. Do not hit, nudge or scrape the kerb.



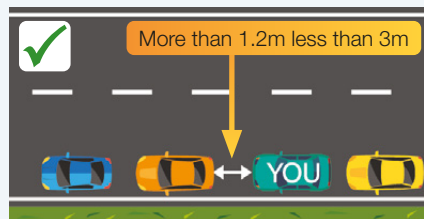
DISTANCE BACK

Do not go any more than 4m back from the vehicle in front.



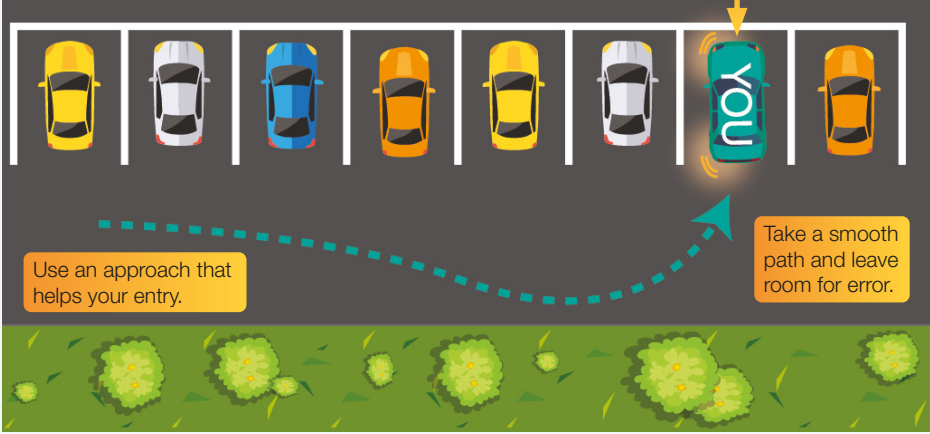
FINAL POSITION

Make sure road users can move freely. Your car should be reasonably parallel to the kerb, entirely within the confines of any parking bay, and more than 1.2m and less than 3m from the vehicles in front and behind.

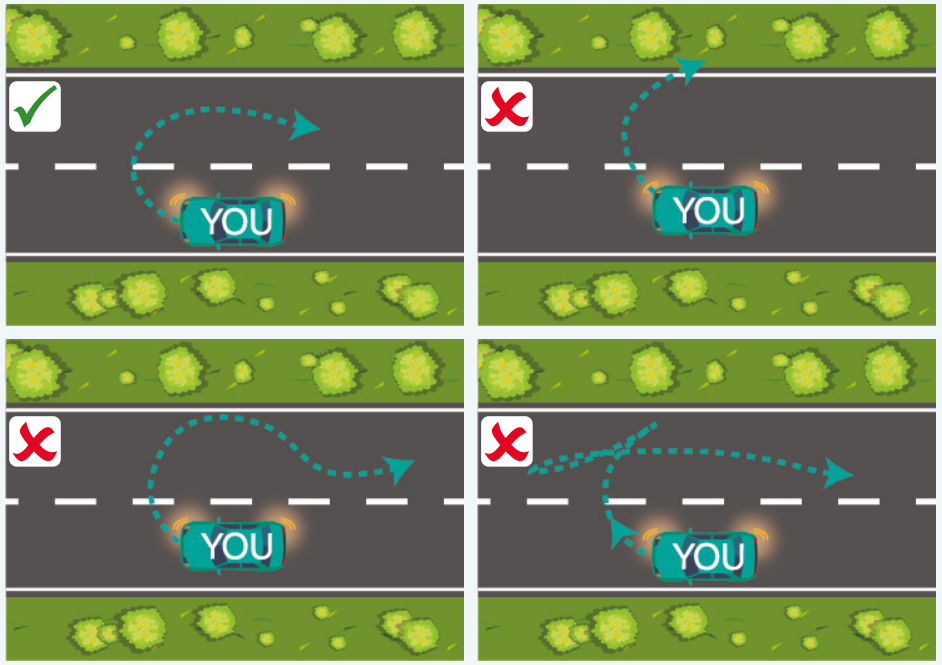


■ When manoeuvring in car park

Position yourself correctly in the parking bay.



■ When performing U-turns



3.4 Responsiveness

3.4.1 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.

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.

»» ***You are driving with responsiveness if you notice hazards to your safety and respond in an appropriate way.***

Drivers with responsiveness adjust their driving to even small changes in the driving environment. Drivers do this by looking and linking. They look for situations that need to be watched.

They then link those events to similar situations they have experienced before. The driver 'replays' the memory of the previous event to see in advance the possibilities for the current situation. An observant passenger can see a direct connection between what happens outside their car and what the driver is doing.

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.

3.4.2 When is 'Responsiveness' assessed?

Your assessor will mark your responsiveness to the events happening around you as you follow their directions.

3.4.3 How is 'Responsiveness' scored?

✓ **When all conditions are met.** ✗ **When any of these occur.**

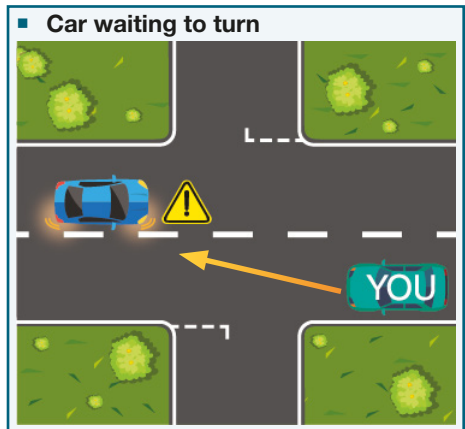
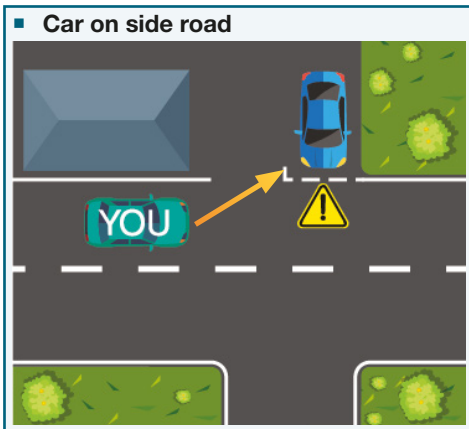
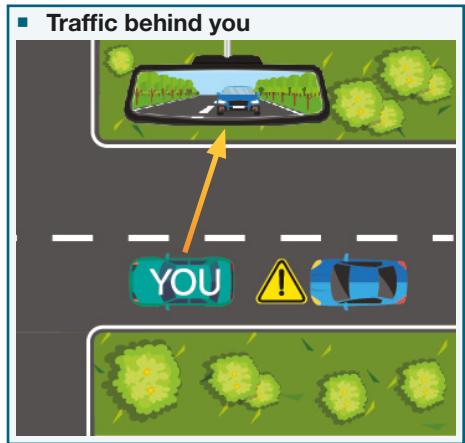
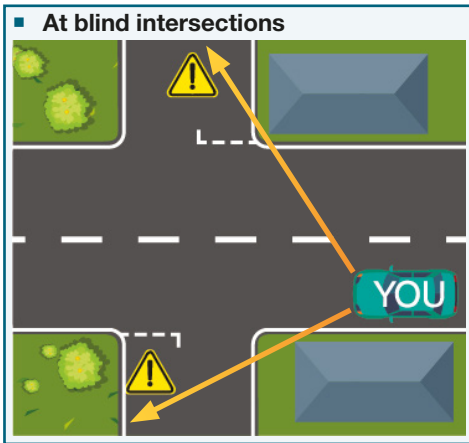
- ✓ Adopts a speed that suits the environment.
 - ✗ Drives too fast to respond to the hazards safe drivers could expect in the environment.
-
- ✓ Shows courtesy to other road users.
 - ✗ Does not drive courteously or has no attention to spare to consider acting courteously to other drivers in busy or adverse traffic situations; selfishly maintains their own right of way and passage at the expense of other road users.
-
- ✓ Is aware of traffic conditions well beyond the immediate vicinity.
 - ✗ Concentrates upon, and reacts to, issues only in the immediate vicinity or directly related to the car in front.
-
- ✓ Responds appropriately to other road users who are not obeying the road laws or driving safely.
 - ✗ Fails to react to other road users acting illegally or unsafely.

3.4.4 Examples of 'Responsiveness'

The following examples of responsiveness represent the aspects of your driving that the assessor will be checking when assessing responsiveness. In the following diagrams, you are driving the green car.

You look for hazards that pose immediate threats

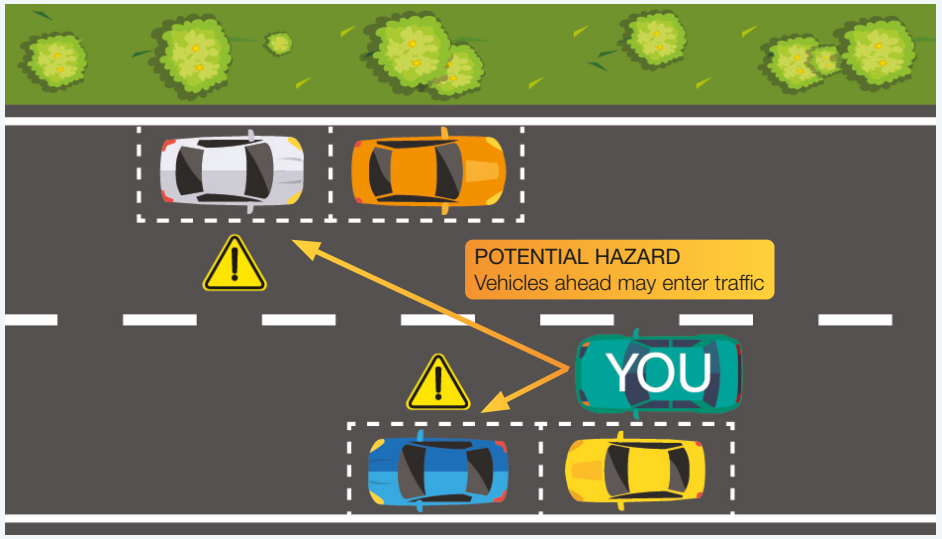
To respond safely to hazards you must first see them. Responsive drivers scan the whole driving scene while looking for things that could threaten their own and other road users' safety. Your assessor will check to see if you look for hazards that pose an immediate threat.



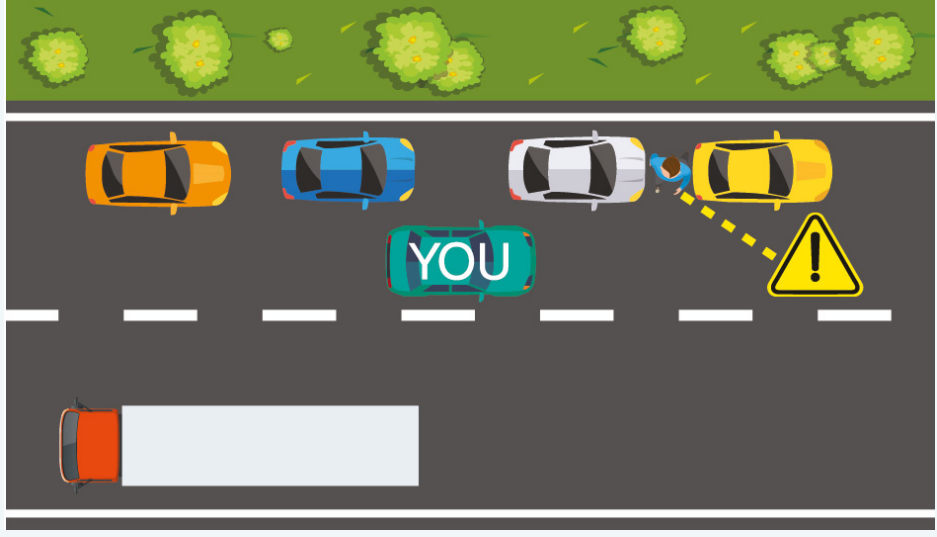
■ Truck blocking view



■ Drives in between parked cars



■ Pedestrian stepping out



■ Pedestrian crossing



You adjust to the situation

There are countless potentially hazardous situations to which you will have to respond while you drive.


The examples below will give you an idea of what the assessor will be looking for.

Following another vehicle

POTENTIAL HAZARD
The vehicle ahead is slowing.

RESPONSE

- Check the traffic behind.
- Ease off the accelerator.
- Maintain a safe following distance.


A top-down view of a road with a dashed white line. A yellow car is in the right lane, moving towards the left. A blue car is in the left lane, moving towards the right. A car labeled 'YOU' is in the left lane, following the blue car. A yellow warning sign with an exclamation mark is on the left side of the road. The road is bordered by green grass and bushes.

Approaching parked cars

POTENTIAL HAZARD
Drivers may be getting out of parked cars.

RESPONSE

- Check the traffic behind.
- Ease off the accelerator.
- Steer away from the hazards.
- Cover the brake.
- Drive at a speed that will allow you to stop safely if you have to do so.


A top-down view of a road with a dashed white line. A blue car is parked on the left side of the road, and an orange car is parked on the right side. A car labeled 'YOU' is in the left lane, moving towards the right. A dashed blue line shows the car's path curving to the right to avoid the orange car. A yellow warning sign with an exclamation mark is on the left side of the road. The road is bordered by green grass and bushes.

Approaching a pedestrian

POTENTIAL HAZARD
A pedestrian is moving between parked cars.

RESPONSE

- Check the traffic behind.
- Ease off the accelerator.
- Steer away from the pedestrian.
- Cover the brake.
- Drive at a speed that will allow you to stop safely if you have to do so.

A top-down view of a road with a dashed white line. Three cars are parked on the right side of the road: an orange car, a yellow car, and a blue car. A pedestrian is walking between the orange and yellow cars. A car labeled 'YOU' is in the left lane, moving towards the right. A yellow warning sign with an exclamation mark is on the left side of the road. The road is bordered by green grass and bushes.

■ Approaching a blind intersection

POTENTIAL HAZARD
There could be vehicles entering the intersection but you cannot see to be sure.

RESPONSE

- Check the traffic behind.
- Ease off the accelerator.
- Cover the brake.
- Brake if your approach speed will not allow you to stop if you have to do so.
- Continue braking until it is clear that no vehicles are entering the intersection.
- Accelerate when it is safe to do so.

■ Approaching a green traffic light

POTENTIAL HAZARD
Traffic lights have been green for some time and could change.

RESPONSE

- Check the traffic behind.
- Ease off the accelerator.
- Cover the brake.
- Brake if the light turns amber.
- If the lights stay green, accelerate when you are past the safe stopping distance from the stop line.

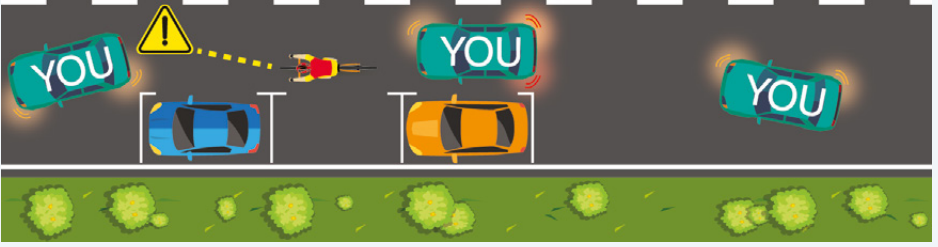
Approaching a cyclist

POTENTIAL HAZARD

The cyclist could move out around the parked cars.

RESPONSE

- Check the traffic behind.
- Ease off the accelerator.
- Steer away from the cyclist.
- Cover the brake.
- Drive at a speed that will allow you to stop safely if you have to do so.



Approaching a large parked vehicle

POTENTIAL HAZARD

There could be pedestrians in front of the truck or the car could pull out.

RESPONSE

- Check the traffic behind.
- Ease off the accelerator.
- Steer away from the truck.
- Cover the brake.
- Drive at a speed that will allow you to stop safely if you have to do so.



An oncoming car is overtaking a cyclist

POTENTIAL HAZARD

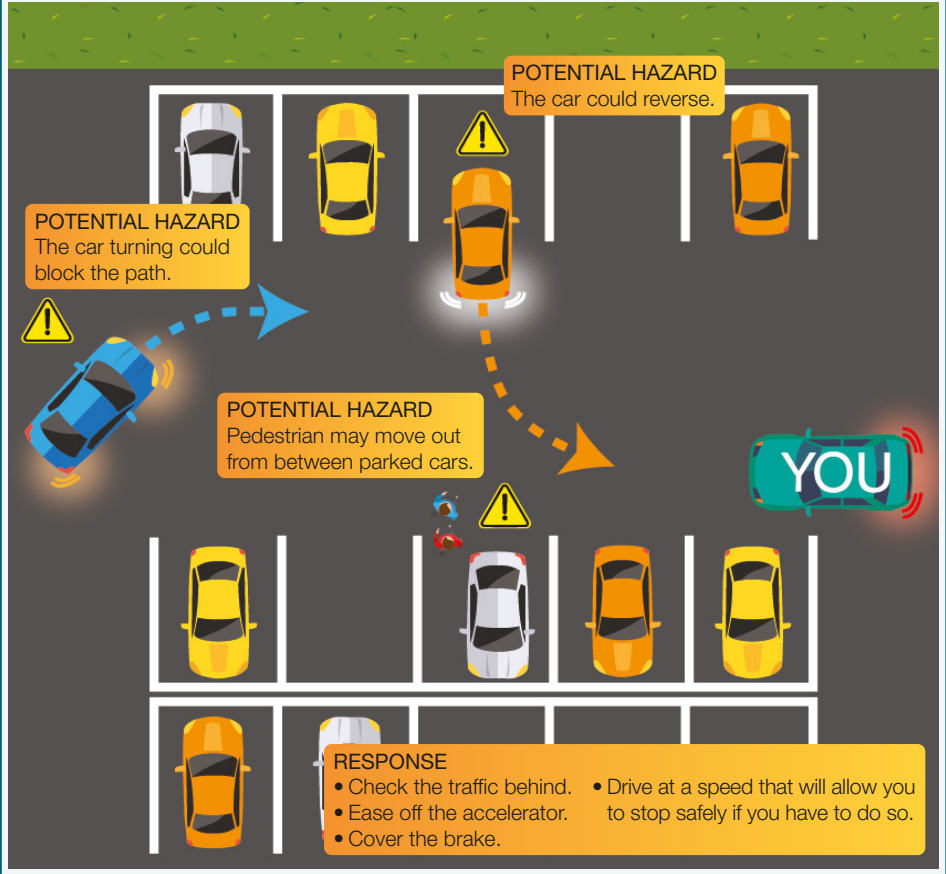
The car overtaking the cyclist might cross the centre line.

RESPONSE

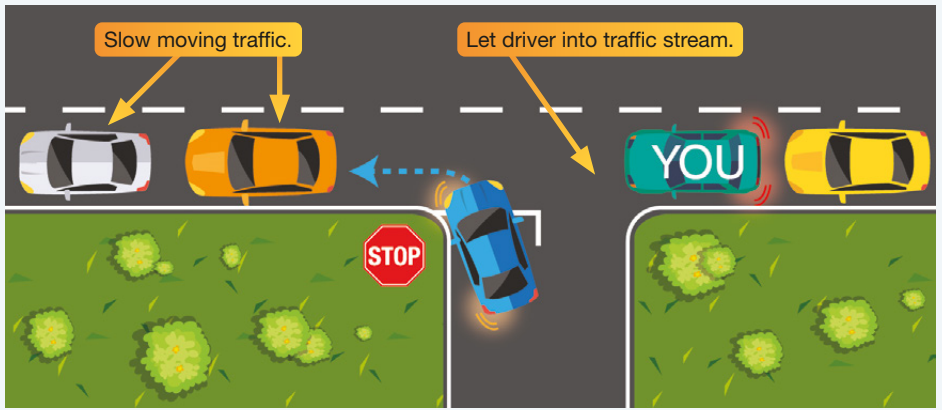
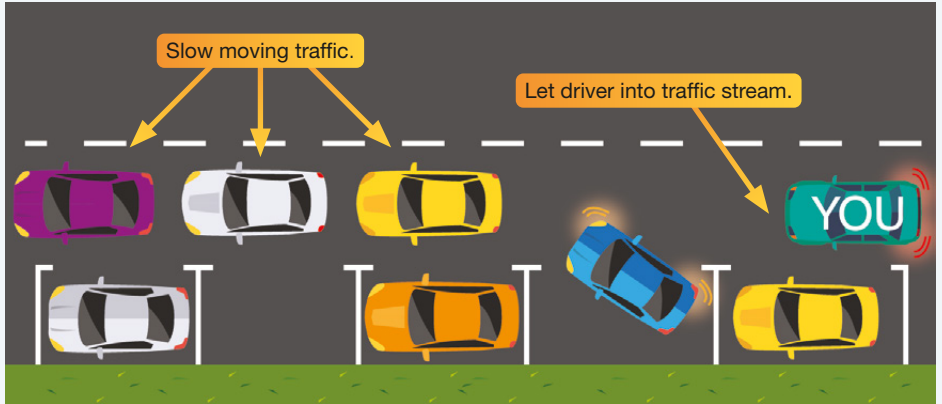
- Check the traffic behind.
- Ease off the accelerator.
- Steer away from the car.
- Cover the brake.
- Drive at a speed that will allow you to stop safely if you have to do so.



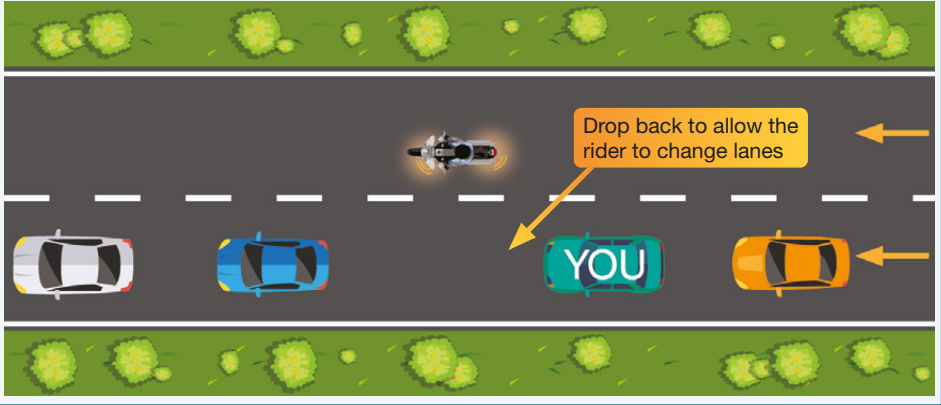
■ Driving through a car park



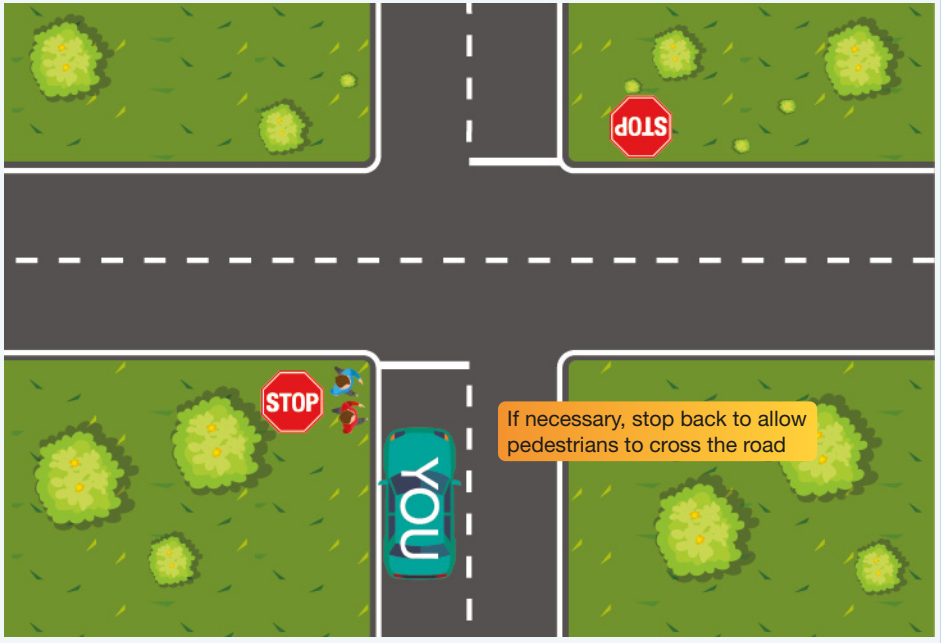
■ You are courteous to other road users



■ You are courteous to other road users (continued)



■ Pedestrians crossing the road



3.5 Look Behind

Drivers must keep an eye on the traffic behind them and know what that traffic is doing. Look behind requires you to check in the mirrors and check your blind spot so that you can interact safely with other traffic.

3.5.1 What does 'Look Behind' assess?

Look behind assesses whether you can keep an eye on what is happening behind you as you drive.

Looking behind should become second nature. You should always be doing it.

3.5.2 When is 'Look Behind' assessed?

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

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

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

3.5.3 How is 'Look Behind' scored?

✓ **When all conditions are met.** ✗ **When any of these occur.**

✓ You direct your eyes towards the appropriate rear side window (head check) immediately before the vehicle starts to enter a position that a following vehicle could also enter.

✗ You don't head check immediately before the vehicle starts to enter a position that a following vehicle could also enter.

✗ You do a head check more than two seconds before the vehicle alters course.

✓ You direct your eyes to the appropriate mirror(s) at regular intervals.

✗ You don't direct eyes to the appropriate mirror(s) at regular intervals.

✓ You direct your eyes to the appropriate mirror(s) at least 5 to 10 seconds before starting to turn or diverge.

✗ You don't direct your eyes to the appropriate mirror(s) at least 5 to 10 seconds before turning or diverging.

✓ You direct your eyes in the appropriate directions prior to, and at intervals while reversing.

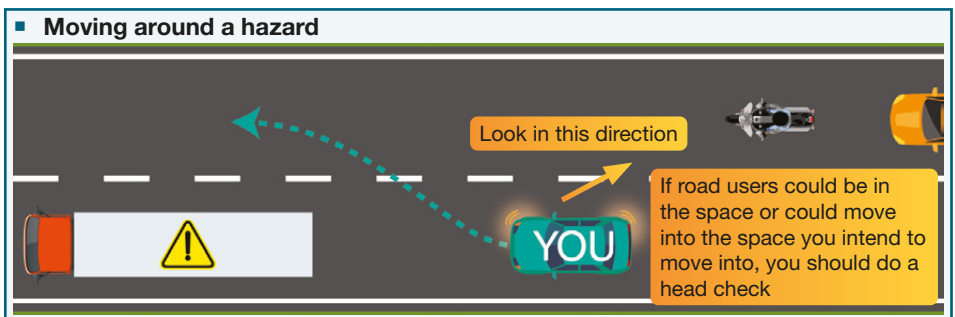
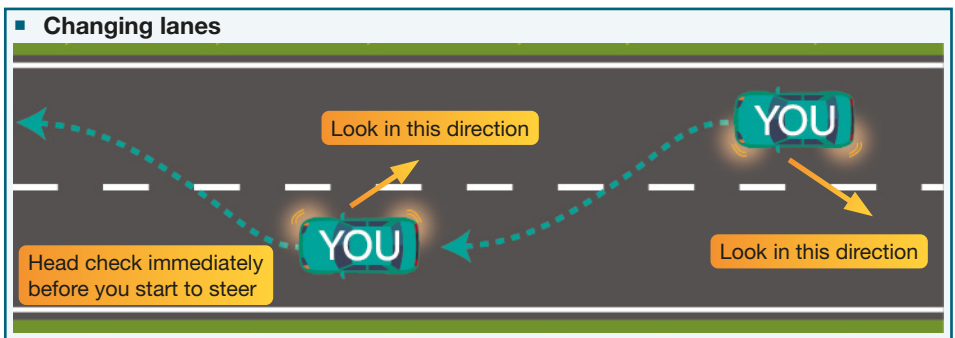
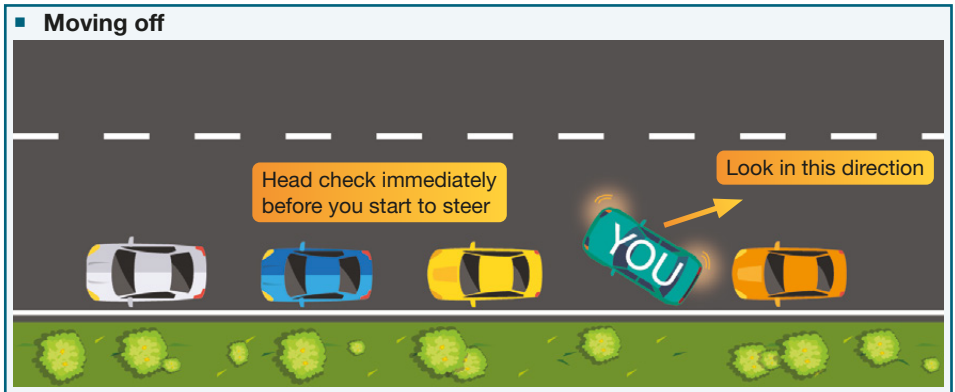
✗ You don't direct your eyes in the appropriate directions prior to, and at intervals while reversing.

3.5.4 Examples of 'Look Behind'

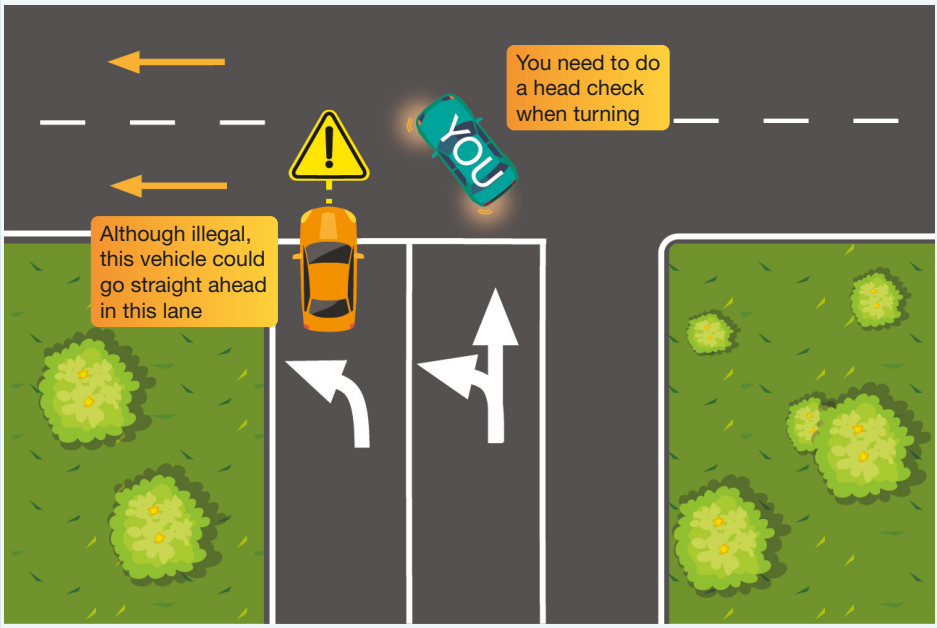
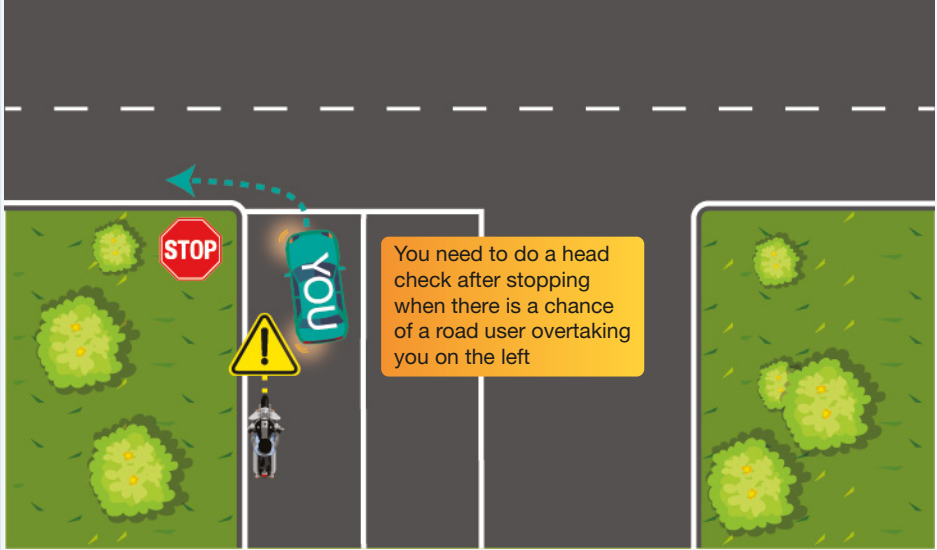
The following examples of look behind represent the aspects of your driving that the assessor will be checking when assessing look behind. In the following diagrams, you are driving the green car.

Doing head checks in the right direction

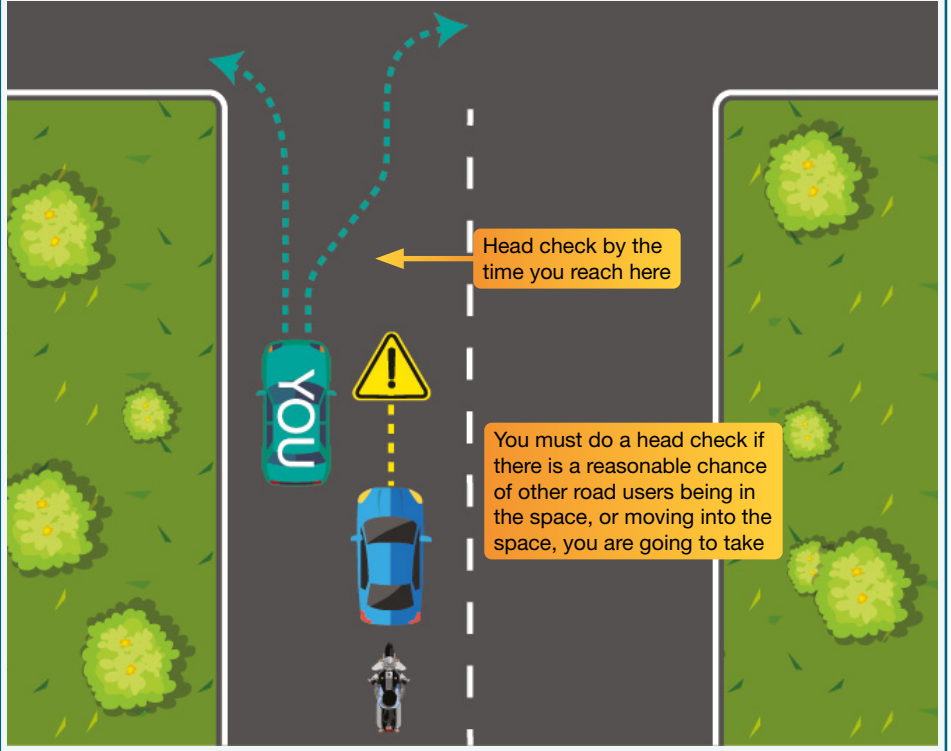
You should turn your head and check your 'blind spot' whenever you are about to steer into a position that could be used by a vehicle behind you.



Starting a turn at an intersection



■ Getting in position for a turn

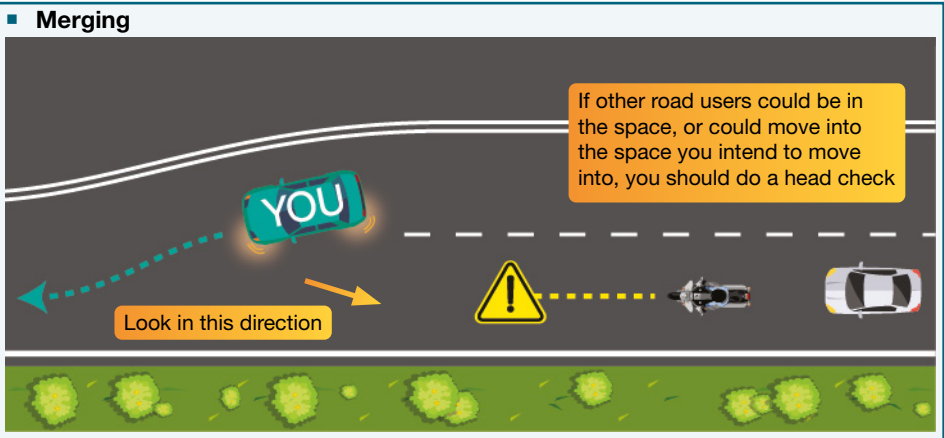


3.5.5 Merging lanes

When two lanes merge into one lane (and this might also be indicated by signs such as 'lane ends merge left' or 'lane ends merge right' or 'form one lane', or symbolic warning signs), you must give way to another vehicle if any portion of it is ahead of your vehicle.

You should indicate that you are merging by using your indicator or hand signal.

Remember to keep a safe distance between yourself and the vehicle in front and take turns to merge if there are long lines of merging traffic.



3.6 Signal

3.6.1 What does 'Signal' assess?

Signal assesses whether you let other road users know what you intend to do before you do it.

Indicators and Hand Signals

Indicators and hand signals are an effective way to communicate with other road users. You may be planning to stop, change lanes or turn, but unless you let other drivers know, you can be a danger to other traffic.

Be consistent and considerate about using indicators/signals at the appropriate times. Drivers must signal their intention to turn or diverge by indicating for as long as necessary to let other traffic know their intentions. In typical traffic conditions and in built-up areas, you must indicate long enough to give sufficient warning to other drivers and pedestrians. Before moving from a stationary position, you must indicate for five flashes or five seconds.

Signalling your intentions should become almost second nature. You should not have to think consciously about doing it.

3.6.2 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 assessor when you are performing complex driving tasks. This helps the assessor to assess whether you can use the indicators without having to think consciously about it.

3.6.3 How is 'Signal' scored?

✓ When all conditions are met. ✗ When any of these occur.

✓ When you are leaving a parked position, you have the indicator on for five seconds before moving.

✗ You have the indicator on for less than five seconds before moving from a parked position.

✓ When you are moving, you turn on the appropriate indicator for a sufficient time to signal your intention before turning or diverging.

✗ You don't provide sufficient indication before turning or diverging.

✓ You keep the indicator on until the manoeuvre is completed.

✗ You cancel the indicator before most of the vehicle has entered the new lane or position.

✓ Your indicator is cancelled within three flashes of the manoeuvre being completed.

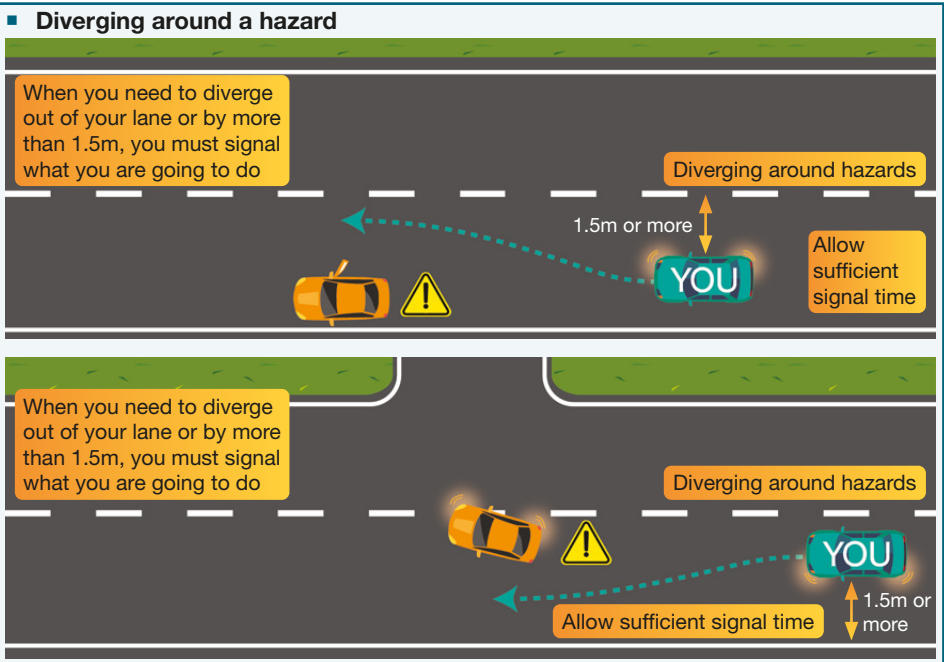
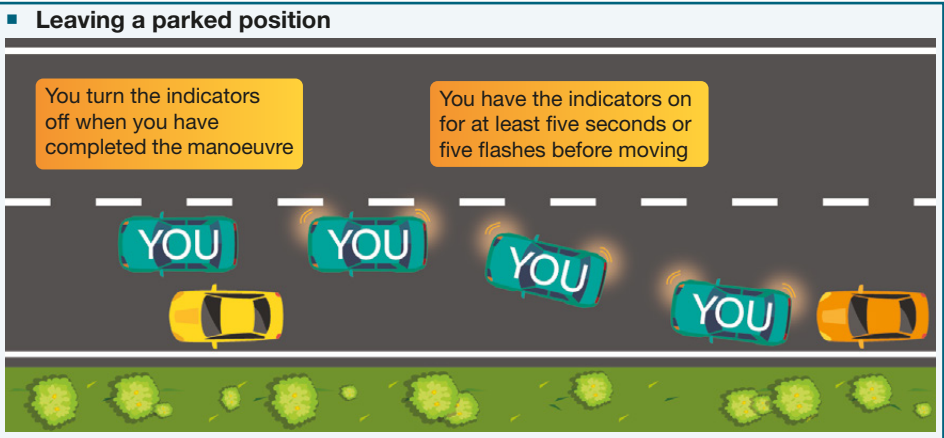
✗ Your indicator is not cancelled after four flashes of the manoeuvre being completed.

3.6.4 Examples of 'Signal'

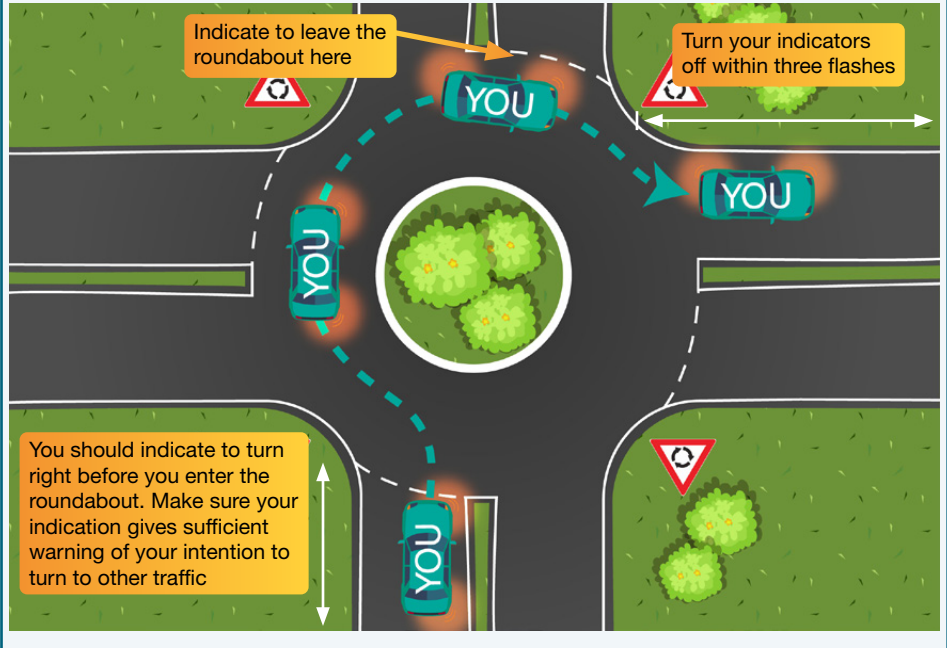
The following examples of signal represent the aspects of your driving that the assessor will be checking when assessing signal.

In the following diagrams, you are driving the green car.

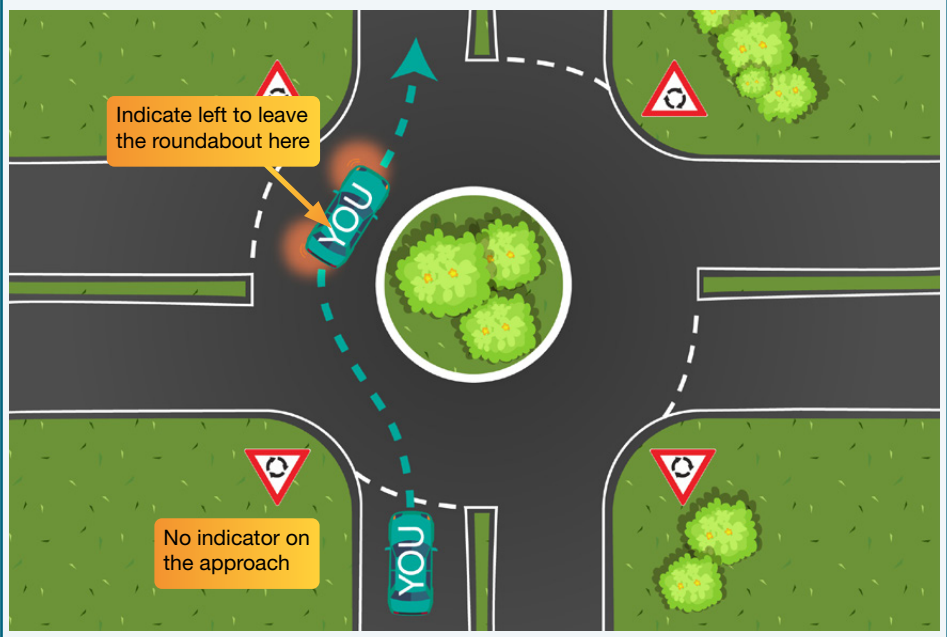
You use your indicators



■ **Turning at roundabouts**



■ **Travelling straight ahead at roundabouts**



3.7 Vehicle Management

3.7.1 What does 'Vehicle Management' assess?

Vehicle management assesses whether you can do things like keeping an eye on your vehicle's instruments, use the steering wheel correctly, and use the clutch and gearbox effectively while you are driving.

This item includes some important tasks that you should be doing before you drive and while you drive.

3.7.2 When is 'Vehicle Management' assessed?

Your assessor scores how you manage the vehicle when you first get in the car and prepare for driving and then continuously throughout the PDA.

3.7.3 How is 'Vehicle Management' scored?

✓ When all conditions are met. ✗ When any of these occur.

- ✓ You make sure that the inside of the vehicle is safe for you and any passengers. For example, you:
 - secure loose objects (that is, you store them in the boot or the glove box); and
 - make sure everyone in the vehicle is correctly seated and belted up.
- ✗ You ignore things affecting safety inside the vehicle.

- ✓ You have your mirrors adjusted for the best view of the traffic behind you.
- ✗ Your mirrors do not provide the best view of the traffic behind you.

- ✓ You adjust, and keep adjusted, the driver's seat and seat belt. Your seating position should enable you to operate the car effectively.
- ✗ You take up a driving position that is not good for controlling the vehicle.

- ✓ You respond properly to the vehicle's instruments.
- ✗ You do nothing when the vehicle's instruments display warnings or important information.

- ✓ You use switches as needed while you drive.
- ✗ You do not use switches when needed. For example, you do not turn on the wipers if it starts to rain.

- ✓ You steer and use the gears in a way that assists you to control the vehicle.
- ✗ You do anything that reduces the amount of control you have over the vehicle. For example, you make a turn with the clutch in or you hold the steering wheel from the inside.

3.7.4 Examples of 'Vehicle Management'

The following examples of vehicle management represent the aspects of your driving that the assessor will be checking when assessing vehicle management. You should read these examples in conjunction with Drive Safe: A handbook for Western Australian road users.

You make sure that the inside of the vehicle is safe, you are sitting in a good driving position, and your mirrors are adjusted.

Mirrors

- Centre mirror - best view of following traffic.
- Side mirror - best view of lane and least view of own car.

Driving position

1. Legs are apart and left foot is extended to supporting position.
2. Knees are slightly bent.
3. Arm position lets hands complete a full turn of the wheel when your back is against the seat.
4. Back is against the seat.



Other checks

- Passengers belted up.
- Inside the vehicle is free of loose objects.
- No ornaments blocking your view.

Seat belt

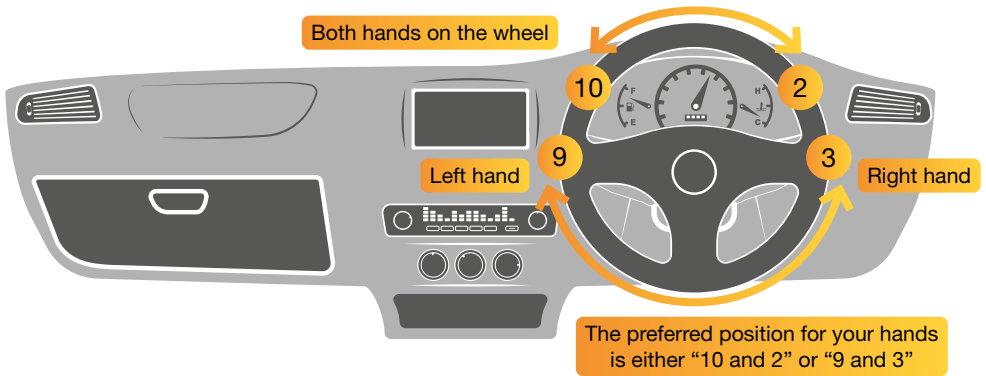
- Low across your hip.
- Flat with no twists.
- Firm with no slackness.

You use steering and gears to promote control

Use a method of steering or gears to help you operate the car safely.

Steering

- Steer with both hands unless you are operating the controls.
- Keep your hands on the outside of the steering wheel.



Driving around curves

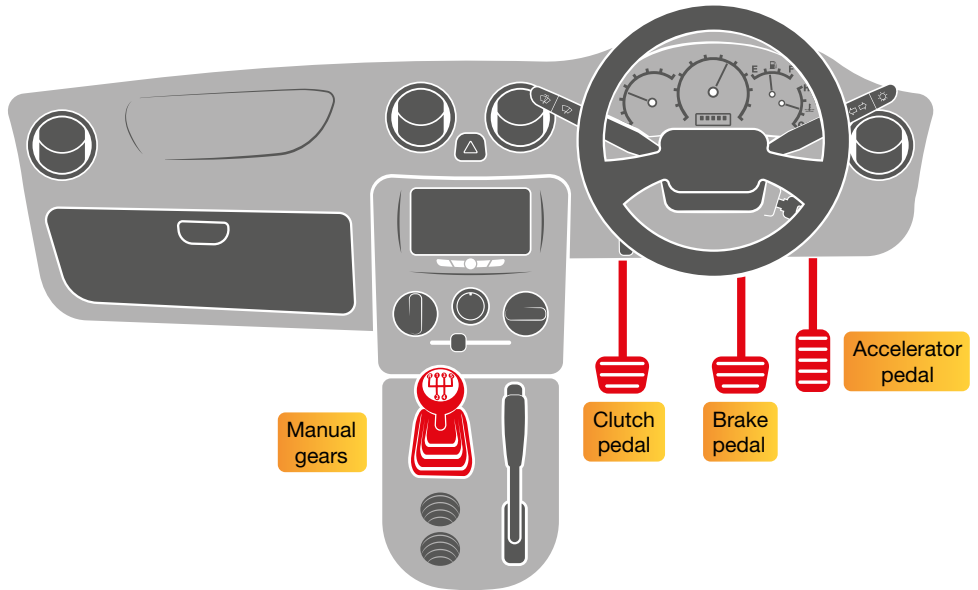
- Steer with both hands unless you are operating the controls.
- Keep your hands in a position that allows you to adjust your steering if you need to do so.
- Do not completely cross your arms.

Reversing

- Use a method that suits you and keeps the vehicle on track.
- You can steer backwards using one hand.

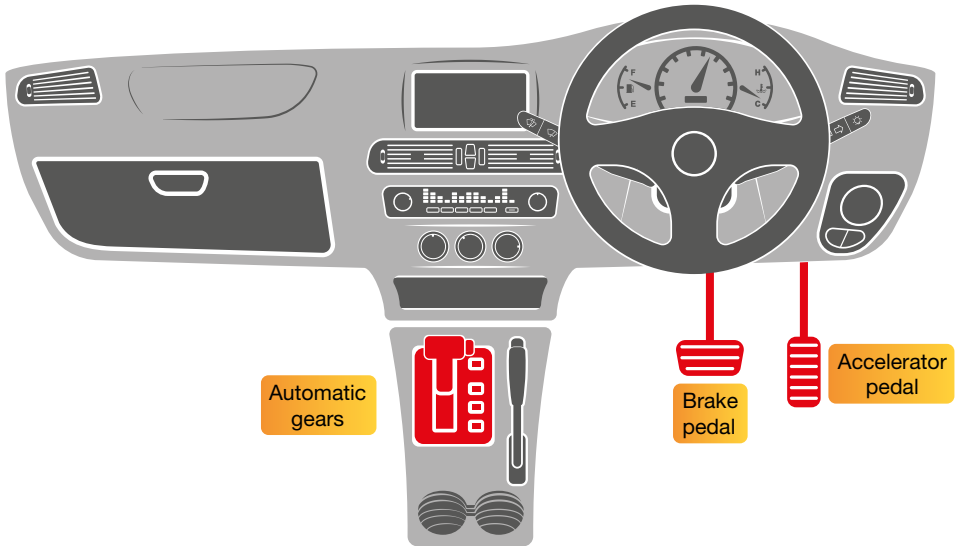
Manual vehicles

- Enter and drive around corners in a gear that helps you control the car. Do not have the clutch in unless you are driving so slowly the engine could stall.
- Keep your foot off the clutch unless you are changing gear or using it to prevent the car from stalling.
- Use the correct gear. You should not be straining or over-revving the engine.
- Change gears before or after you steer. Do not change at the same time as steering is being applied into or out of a corner.
- Do not let the clutch slip for a long time or crunch or grind the gears.



Automatic vehicles

- When stopped, always keep your foot brake applied when you operate the gear lever.
- If you choose to use the gear lever manually when driving forward, you must choose gears that suit the situation and which won't strain the engine.
- You must use your right foot to brake in an automatic vehicle.



Fail Items

You will automatically fail the PDA if any of the following occur:

- your assessor has to intervene, or give you assistance, to avoid a potentially dangerous situation;
- you disobey a regulatory sign;
- you speed;
- you disobey any traffic regulation that immediately or potentially threatens safety;
- you drive without wearing your seat belt;
- you fail to respond to a crisis, or potential crisis, that would normally be anticipated by an experienced driver;
- you cause a crisis or potential crisis;
- you start the vehicle while not in full control of the vehicle;
- you refuse to attempt, or are unable, to perform any part of an exercise; or
- you refuse to follow a reasonable direction given by the assessor.

Stopping the PDA

The assessor will not proceed with a PDA if:

- in the judgment of the assessor, you are not mentally or physically fit for the PDA;
- your vehicle is not roadworthy;
- your vehicle is not appropriate for the class of licence you are applying for;
- the vehicle does not have a centrally positioned handbrake, or dual controls;
- your vehicle breaks down during the PDA;
- you offer a bribe or inducement; or
- in the judgment of the assessor, something that would not normally be present during a test adversely affects the authenticity, fairness, reliability, or validity of the PDA.



PART 4

Are You Ready for the
Practical Driving Assessment?

This part of the guide will help you to decide whether you are ready for the PDA.

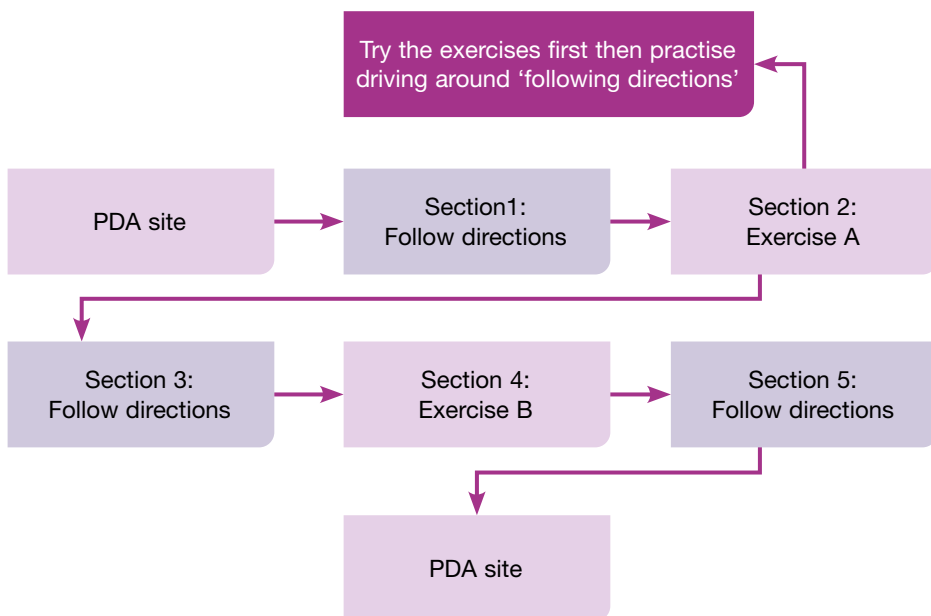
Do a practice PDA

Try some exercises that are similar to those in the PDA itself. You will be ready if you can do these exercises without difficulty. Remember, the PDA checks your ability to:

- perform set exercises; and
- drive around streets following directions.

You need to practise driving under the same kinds of situations you will encounter during the PDA.

Included in this guide are practice exercises and 'follow directions'. Try linking exercises with the 'follow directions' sections to practise the whole PDA using the Practice PDA Forms on page 80.



Practise the exercises

Manoeuvres

The PDA includes two exercises. Each exercise will combine two low speed manoeuvres into an everyday driving situation. We have given these exercises names such as ‘Stopping for Shopping’ and ‘I’ve Left Something Behind’.

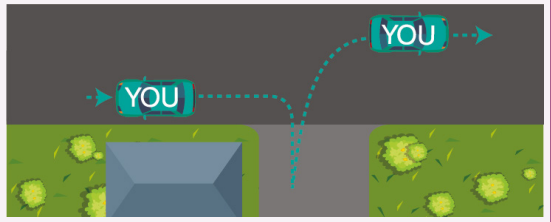
You should try various combinations of manoeuvres to build your own practice exercises. The manoeuvres included in the two exercises will come from a set of ten manoeuvres. You can use the same manoeuvres to devise your own practice exercises.



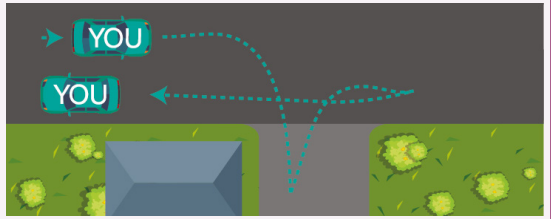
Manoeuvre

Diagram

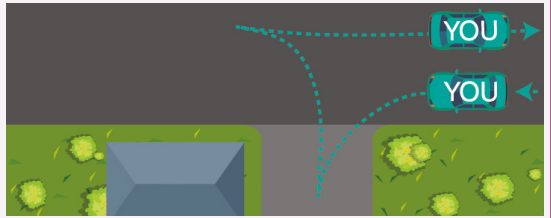
1. Reverse into a driveway and then drive forward to go back along the street in the opposite direction.



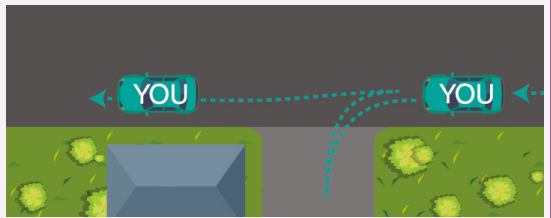
2. Drive forward into a driveway on the right, then reverse and change direction.



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



4. Drive forward into a driveway on the left, reverse back to leave in the same direction as you started.



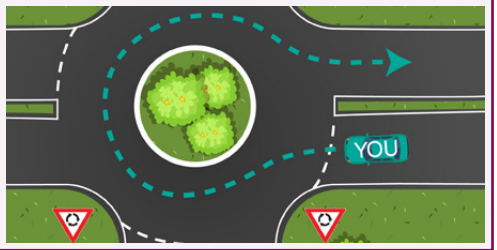
5. Complete a U-turn.



Manoeuvre

Diagram

6. Complete a U-turn at a roundabout.



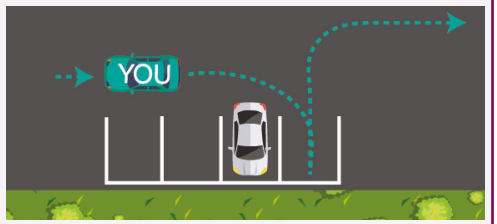
7. Complete a reverse parallel park.



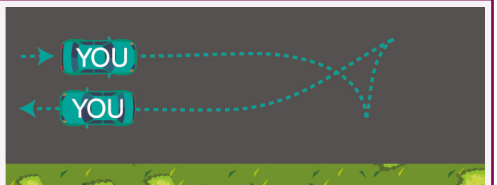
8. Complete a forward angle park.



9. Complete a reverse angle park.



10. Complete a three point turn.
Not used unless no other option available.



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 PDA.

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 6 and you have an exercise like 'I left something behind'.
- Manoeuvre 3 followed by Manoeuvre 9 in a car park nearby.
- Manoeuvre 5 followed by Manoeuvre 8 is what drivers often do when they are looking for a place to park.

Check the results of your practice exercises

Each exercise in the PDA will combine two manoeuvres. During your practice sessions, your supervisor should mark you on your flow, movement, and path during each manoeuvre. If you complete all aspects of both manoeuvres well, your supervisor will give you six '✓' marks.

During each exercise your supervisor should also mark you on look behind and signal.

Your supervisor should use the table below to score your performance during the practice exercises. They should tick the box next to each PDA item if you perform the task correctly.

First manoeuvre	Second manoeuvre	During whole task
<input type="checkbox"/> Flow	<input type="checkbox"/> Flow	<input type="checkbox"/> Look Behind
<input type="checkbox"/> Movement	<input type="checkbox"/> Movement	<input type="checkbox"/> Signal
<input type="checkbox"/> Path	<input type="checkbox"/> Path	<input type="checkbox"/> Responsiveness
		<input type="checkbox"/> Vehicle Management

When you can consistently score at least five '✓' marks, you will be near to the standard required to pass the PDA.

Use the following exercise practice forms to record your performance. There are also some blank exercises where you can try your own combinations of manoeuvres.

Check what you think

After completing a practice exercise, consider how you felt about your performance. Were you able to:

- do it without asking any questions?
- do it without having to think really hard about it?
- complete low speed manoeuvres while chatting to your supervisor at the same time?

Check what your supervisor thinks

Ask your supervisor to consider how they felt while you were doing the practice exercise. Did they:

- feel comfortable while you did the exercises?
- stay quiet without giving any help?
- feel happy about staying quiet while you were driving?

Exercise Practises

Practice exercise A: 'I left something behind'

Imagine you have just visited a friend's house. You drive off around the next corner and then remember you have left something behind at the house. You need to go back to the house, collect the item and then set off again. In this task your two manoeuvres are:

1. Turning around to go back.

To do this part of the exercise you could choose to:

- turn around by using a driveway (Manoeuvre 1, 2, or 3); or
- do a U-turn (Manoeuvre 5 and 6).

2. Turning around and parking outside the house again.

To do this part of the exercise you could choose to:

- turn around by using a driveway (Manoeuvre 1, 2, or 3); or
- do a U-turn (Manoeuvre 5 and 6).

Score What You Did

First manoeuvre	Second manoeuvre	During whole task
<input type="checkbox"/> Flow	<input type="checkbox"/> Flow	<input type="checkbox"/> Look Behind
<input type="checkbox"/> Movement	<input type="checkbox"/> Movement	<input type="checkbox"/> Signal
<input type="checkbox"/> Path	<input type="checkbox"/> Path	<input type="checkbox"/> Responsiveness
		<input type="checkbox"/> Vehicle Management

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without any questions?	<input type="checkbox"/> feel comfortable while you did the exercises?
<input type="checkbox"/> do it without having to think really hard about it?	<input type="checkbox"/> stay quiet without giving any help?
<input type="checkbox"/> complete low speed manoeuvres while chatting to your supervisor at the same time?	<input type="checkbox"/> feel happy about staying quiet while you were driving?

Practice exercise B: 'Stopping for shopping'

Imagine you have been looking for a particular shop and you have stopped just past the entrance to the car park, which is on a busy street. You need to turn into the next side street on the left, turn around in that street and come back and find a place to park in the car park next to another car. You will stop the car there as if you are going into the shop. In this task your two manoeuvres are:

1. Turning around to go back.

To do this part of the exercise you could choose to:

- turn around by using a driveway (Manoeuvre 1, 2, or 3); or
- do a U-turn (Manoeuvre 5 and 6).

2. Entering the car park and parking next to another vehicle.

To do this part of the exercise you could choose to:

- enter the parking space forwards (Manoeuvre 8); or
- enter the parking space backwards (Manoeuvre 9).

Score What You Did

First manoeuvre	Second manoeuvre	During whole task
<input type="checkbox"/> Flow	<input type="checkbox"/> Flow	<input type="checkbox"/> Look Behind
<input type="checkbox"/> Movement	<input type="checkbox"/> Movement	<input type="checkbox"/> Signal
<input type="checkbox"/> Path	<input type="checkbox"/> Path	<input type="checkbox"/> Responsiveness
		<input type="checkbox"/> Vehicle Management

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without any questions?	<input type="checkbox"/> feel comfortable while you did the exercises?
<input type="checkbox"/> do it without having to think really hard about it?	<input type="checkbox"/> stay quiet without giving any help?
<input type="checkbox"/> complete low speed manoeuvres while chatting to your supervisor at the same time?	<input type="checkbox"/> feel happy about staying quiet while you were driving?

Create your own practice exercises

Use the blank exercise sheets to record how you go in your practice exercises.

Practice exercise 1

First manoeuvre

Second manoeuvre

First manoeuvre diagram

Second manoeuvre diagram

First manoeuvre	Second manoeuvre	During whole task
<input type="checkbox"/> Flow <input type="checkbox"/> Movement <input type="checkbox"/> Path	<input type="checkbox"/> Flow <input type="checkbox"/> Movement <input type="checkbox"/> Path	<input type="checkbox"/> Look Behind <input type="checkbox"/> Signal <input type="checkbox"/> Responsiveness <input type="checkbox"/> Vehicle Management

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without any questions?	<input type="checkbox"/> feel comfortable while you did the exercises?
<input type="checkbox"/> do it without having to think really hard about it?	<input type="checkbox"/> stay quiet without giving any help?
<input type="checkbox"/> complete low speed manoeuvres while chatting to your supervisor at the same time?	<input type="checkbox"/> feel happy about staying quiet while you were driving?

Create your own practice exercises

Use the blank exercise sheets to record how you go in your practice exercises.

Practice exercise 2

First manoeuvre

Second manoeuvre

First manoeuvre diagram

Second manoeuvre diagram

First manoeuvre	Second manoeuvre	During whole task
<input type="checkbox"/> Flow <input type="checkbox"/> Movement <input type="checkbox"/> Path	<input type="checkbox"/> Flow <input type="checkbox"/> Movement <input type="checkbox"/> Path	<input type="checkbox"/> Look Behind <input type="checkbox"/> Signal <input type="checkbox"/> Responsiveness <input type="checkbox"/> Vehicle Management

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without any questions?	<input type="checkbox"/> feel comfortable while you did the exercises?
<input type="checkbox"/> do it without having to think really hard about it?	<input type="checkbox"/> stay quiet without giving any help?
<input type="checkbox"/> complete low speed manoeuvres while chatting to your supervisor at the same time?	<input type="checkbox"/> feel happy about staying quiet while you were driving?

Create your own practice exercises

Use the blank exercise sheets to record how you go in your practice exercises.

Practice exercise 3

First manoeuvre

Second manoeuvre

First manoeuvre diagram

Second manoeuvre diagram

First manoeuvre	Second manoeuvre	During whole task
<input type="checkbox"/> Flow <input type="checkbox"/> Movement <input type="checkbox"/> Path	<input type="checkbox"/> Flow <input type="checkbox"/> Movement <input type="checkbox"/> Path	<input type="checkbox"/> Look Behind <input type="checkbox"/> Signal <input type="checkbox"/> Responsiveness <input type="checkbox"/> Vehicle Management

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without any questions?	<input type="checkbox"/> feel comfortable while you did the exercises?
<input type="checkbox"/> do it without having to think really hard about it?	<input type="checkbox"/> stay quiet without giving any help?
<input type="checkbox"/> complete low speed manoeuvres while chatting to your supervisor at the same time?	<input type="checkbox"/> feel happy about staying quiet while you were driving?

Create your own practice exercises

Use the blank exercise sheets to record how you go in your practice exercises.

Practice exercise 4

First manoeuvre

Second manoeuvre

First manoeuvre diagram

Second manoeuvre diagram

First manoeuvre	Second manoeuvre	During whole task
<input type="checkbox"/> Flow <input type="checkbox"/> Movement <input type="checkbox"/> Path	<input type="checkbox"/> Flow <input type="checkbox"/> Movement <input type="checkbox"/> Path	<input type="checkbox"/> Look Behind <input type="checkbox"/> Signal <input type="checkbox"/> Responsiveness <input type="checkbox"/> Vehicle Management

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without any questions?	<input type="checkbox"/> feel comfortable while you did the exercises?
<input type="checkbox"/> do it without having to think really hard about it?	<input type="checkbox"/> stay quiet without giving any help?
<input type="checkbox"/> complete low speed manoeuvres while chatting to your supervisor at the same time?	<input type="checkbox"/> feel happy about staying quiet while you were driving?

Practise following directions

During your PDA the assessor will ask you to drive from the PDA site to your first exercise, then from your first exercise to your second exercise and so on. In total you will be asked to complete four sections following the assessor's directions, each of which should last about five minutes.

Use the Following Directions Practice section to check your ability to drive following directions from your supervisor.

During each practice session you should drive through situations similar to those you may encounter during the PDA. You should be familiar with:

- traffic lights;
- GIVE WAY signs;
- STOP signs;
- right turns at intersections; and
- roundabouts.

You may not experience every one of these driving situations during every practice session or every PDA section. However, after each 'following directions' practice session you should have been through at least two on the list.

During each 'following directions' practice session your supervisor should mark you on each of the seven PDA items that this book describes.

Your supervisor can use the Following Directions Practice form over the page to record your performance.

Following directions practise

		L	S	F	M	P	R	VM
Session 1	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Session 2	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Session 3	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Session 4	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Session 5	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Session 6	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Session 7	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Session 8	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Session 9	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Session 10	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Session 11	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Session 12	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Session 13	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Session 14	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Session 15	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L =Look S =Signal F =Flow M =Movement P =Path R =Responsiveness VM =Vehicle Management								

Practise the Whole PDA

Practice PDA form 1

		L	S	F	M	P	R	VM
Section 1	Follow Directions to Exercise A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 2	Exercise A							
	(Manoeuvre 1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	(Manoeuvre 2)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	During whole task	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 3	Follow Directions to Exercise B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 4	Exercise B							
	(Manoeuvre 1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	(Manoeuvre 2)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	During whole task	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 5	Follow Directions to Exercise C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L =Look S =Signal F =Flow M =Movement P =Path R =Responsiveness VM =Vehicle Management								

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without any questions?	<input type="checkbox"/> feel comfortable while you did the exercises?
<input type="checkbox"/> do it without having to think really hard about it?	<input type="checkbox"/> stay quiet without giving any help?
<input type="checkbox"/> complete low speed manoeuvres while chatting to your supervisor at the same time?	<input type="checkbox"/> feel happy about staying quiet while you were driving?

Part 3 has detailed information on each PDA item and how it should be scored.

Practise the Whole PDA

Practice PDA form 2

		L	S	F	M	P	R	VM
Section 1	Follow Directions to Exercise A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 2	Exercise A (Manoeuvre 1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	(Manoeuvre 2)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	During whole task	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 3	Follow Directions to Exercise B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 4	Exercise B (Manoeuvre 1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	(Manoeuvre 2)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	During whole task	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 5	Follow Directions to Exercise C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L=Look S=Signal F=Flow M=Movement P=Path R=Responsiveness VM=Vehicle Management								

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without any questions?	<input type="checkbox"/> feel comfortable while you did the exercises?
<input type="checkbox"/> do it without having to think really hard about it?	<input type="checkbox"/> stay quiet without giving any help?
<input type="checkbox"/> complete low speed manoeuvres while chatting to your supervisor at the same time?	<input type="checkbox"/> feel happy about staying quiet while you were driving?

Part 3 has detailed information on each PDA item and how it should be scored.

Practise the Whole PDA

Practice PDA form 3

		L	S	F	M	P	R	VM
Section 1	Follow Directions to Exercise A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 2	Exercise A							
	(Manoeuvre 1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	(Manoeuvre 2)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	During whole task	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 3	Follow Directions to Exercise B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 4	Exercise B							
	(Manoeuvre 1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	(Manoeuvre 2)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	During whole task	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 5	Follow Directions to Exercise C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L =Look S =Signal F =Flow M =Movement P =Path R =Responsiveness VM =Vehicle Management								

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without any questions?	<input type="checkbox"/> feel comfortable while you did the exercises?
<input type="checkbox"/> do it without having to think really hard about it?	<input type="checkbox"/> stay quiet without giving any help?
<input type="checkbox"/> complete low speed manoeuvres while chatting to your supervisor at the same time?	<input type="checkbox"/> feel happy about staying quiet while you were driving?

Part 3 has detailed information on each PDA item and how it should be scored.

Practise the Whole PDA

Practice PDA form 4

		L	S	F	M	P	R	VM
Section 1	Follow Directions to Exercise A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 2	Exercise A							
	(Manoeuvre 1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	(Manoeuvre 2)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	During whole task	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 3	Follow Directions to Exercise B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 4	Exercise B							
	(Manoeuvre 1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	(Manoeuvre 2)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	During whole task	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 5	Follow Directions to Exercise C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L=Look S=Signal F=Flow M=Movement P=Path R=Responsiveness VM=Vehicle Management								

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without any questions?	<input type="checkbox"/> feel comfortable while you did the exercises?
<input type="checkbox"/> do it without having to think really hard about it?	<input type="checkbox"/> stay quiet without giving any help?
<input type="checkbox"/> complete low speed manoeuvres while chatting to your supervisor at the same time?	<input type="checkbox"/> feel happy about staying quiet while you were driving?

Part 3 has detailed information on each PDA item and how it should be scored.

Practise the Whole PDA

Practice PDA form 5

		L	S	F	M	P	R	VM
Section 1	Follow Directions to Exercise A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 2	Exercise A							
	(Manoeuvre 1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	(Manoeuvre 2)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	During whole task	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 3	Follow Directions to Exercise B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 4	Exercise B							
	(Manoeuvre 1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	(Manoeuvre 2)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	During whole task	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 5	Follow Directions to Exercise C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L =Look S =Signal F =Flow M =Movement P =Path R =Responsiveness VM =Vehicle Management								

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without any questions?	<input type="checkbox"/> feel comfortable while you did the exercises?
<input type="checkbox"/> do it without having to think really hard about it?	<input type="checkbox"/> stay quiet without giving any help?
<input type="checkbox"/> complete low speed manoeuvres while chatting to your supervisor at the same time?	<input type="checkbox"/> feel happy about staying quiet while you were driving?

Part 3 has detailed information on each PDA item and how it should be scored.

Practise the Whole PDA

Practice PDA form 6

		L	S	F	M	P	R	VM
Section 1	Follow Directions to Exercise A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 2	Exercise A (Manoeuvre 1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	(Manoeuvre 2)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	During whole task	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 3	Follow Directions to Exercise B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 4	Exercise B (Manoeuvre 1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	(Manoeuvre 2)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	During whole task	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 5	Follow Directions to Exercise C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L=Look S=Signal F=Flow M=Movement P=Path R=Responsiveness VM=Vehicle Management								

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without any questions?	<input type="checkbox"/> feel comfortable while you did the exercises?
<input type="checkbox"/> do it without having to think really hard about it?	<input type="checkbox"/> stay quiet without giving any help?
<input type="checkbox"/> complete low speed manoeuvres while chatting to your supervisor at the same time?	<input type="checkbox"/> feel happy about staying quiet while you were driving?

Part 3 has detailed information on each PDA item and how it should be scored.

