

How to pass your driving assessment...



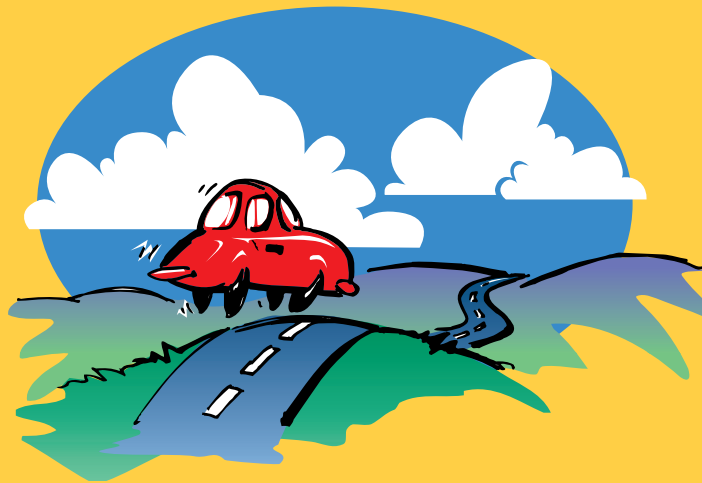
A Candidate's Guide to the Practical Driving Assessment



Government of Western Australia
Department of Transport
Driver and Vehicle Services

How to pass your driving assessment...

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Prepared and published by Department of Transport, Driver and Vehicle Services.

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A Message from the Director General of the Department of Transport

This Candidate's Guide to the Practical Driving Assessment (PDA) has been prepared to help learner drivers develop the skills necessary to pass a PDA and become a safe driver.

It complements the information in *Drive Safe: A handbook for Western Australian road users* by providing a practical guide to the driving skills, experience, good driving habits and attitudes that learner drivers need to develop.

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.

Therefore, this book emphasises the importance of gaining extensive driving experience under supervision in a wide range of situations before you begin to drive on your own. As such, it will give you a better and safer foundation for your driving future.

For the safety and well-being of all Western Australians, I urge both learner driver's and their driving supervisors to use the information in this booklet to guide the teaching process and to record and monitor progress.

Director General
Department of Transport

About This Book



Welcome and congratulations on passing the learner's permit theory test. The next big step is to develop your ability to drive safely by gaining extensive on-road driving practise.

You must pass the Practical Driving Assessment (PDA) before continuing on to get your provisional licence, which will then allow you to drive on your own.

Purpose of This Book

This book provides the answers to the questions you may have about the PDA.

It also:

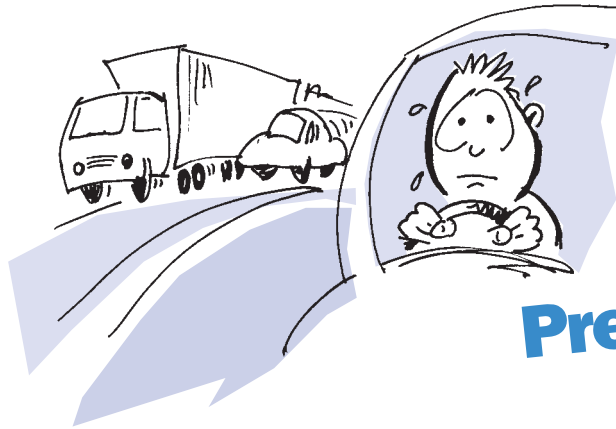
- complements the information in *Drive Safe: A handbook for Western Australian road users* (you still need to know the information in that book);
- gives you information about the experience you need to become a safe driver;
- provides a place for you to record your experiences as a learner which will help you decide when you are ready to take the PDA; and
- explains what skills you need to develop to pass the PDA.

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

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Part 1

Preparing to Drive on Your Own

The Western Australian (WA) graduated driver training and licensing system (GDT&L) concentrates on providing young drivers with improved practical driving skills, experience and good driving habits, before they can be granted a provisional licence.

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

- experience and supervision reduces road crashes;
- learner drivers under supervision are a low-risk group;
- motivation and attitude to risk-taking are more important in improving driver safety than practical driving skills alone; and
- learner drivers must develop practical driving skills before they are able to develop higher-order skills.

Statistics show that new drivers, particularly those between 16 and 24 years, are up to three times more likely than other drivers to be involved in a serious road crash.

Research has also found that strengthening the driving experiences and supervision of new drivers before and after they obtain a driver's licence can lead to significant reductions in crashes.

The GDT&L System is a structured learning process consisting of the following steps.

- **Step 1: Learner's permit**

You must have a learner's permit before you can start learning to drive. To apply for a permit you must be over 16 years old and pass the theory test and an eyesight test. When you are issued your permit you will also need to pay for a *Learner Guide and Log Book*.

- Step 2: Learn to drive

This stage focuses on controlling a vehicle in a variety of road conditions, developing good driving habits and learning to recognise potential hazards.

During the learn to drive stage, you must complete and record a minimum of 25 supervised driving hours in the pre PDA section of your *Learner Guide and Log Book*.

- Step 3: PDA

You must be at least 16 years and six months old to sit a PDA. The PDA will determine whether you are ready to move into the next step. It looks at the quality of your driving rather than the way you perform individual skills.

You are strongly recommended to get as much supervised driving in as many different road, weather and traffic conditions as you can. This will better prepare you for passing your PDA.



**Learn to drive by doing it, not by talking about it.
The more you do, the more it becomes second-nature to you.**

- Step 4: Gain experience

Once you pass your PDA, you need to build on your driving experience and complete a minimum of 25 supervised driving hours in the post PDA section of your *Learner Guide and Log Book*.

This stage is all about rehearsing for solo driving. You still need a supervising driver sitting next to you to help when needed, but you will need to be developing your own independent driving skills.

You can better prepare yourself for driving on your own by completing more than the minimum 25 hours of supervised driving. Practising driving in a range of situations will ensure that you are better prepared to respond to hazards when you begin to drive on your own.

- Step 5: Hazard perception test (HPT)

After you turn 17, have allowed a minimum of six months to lapse since completing your PDA and have completed the minimum 25 hours of post PDA supervised driving, you need to pay for and pass the HPT before you are granted a provisional licence.

- Step 6: Provisional licence

Once you pass the HPT test, you will be granted a provisional licence. You will be a provisional licence holder for a period of two years. During this time you cannot exceed 110 km/h and you are subject to a zero blood alcohol limit and the graduated demerit points system.

Drive as Much as Possible!

You learn to drive by doing it and doing it often. There is no substitute for experience. Once you can operate a vehicle properly and safely, try to get regular experience as often as possible.

Get Experience in a Variety of Conditions

Make sure that you get experience in a wide variety of conditions. Start with simple situations and then move on to more challenging ones.



Quality driving is a sign of experience.

You will get more benefit from your driving experiences if you vary the situations in which you drive. Doing the same things over and over again in the same locations will not be as useful, and it becomes boring!

Try to make your driving practise real – for example, you could do some of the routine family driving.

Practise Manoeuvring

In the PDA you will be required to perform many manoeuvres. Manoeuvres are driving tasks such as:

- making three-point turns;
- parallel parking;
- turning in and out of driveways;
- reversing; and
- parking in car parks.

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



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

Practising manoeuvring helps make your driving skills automatic, so include manoeuvring in everyday driving such as when you go to the shops or pick up siblings from sport practise.

Get Quality Instruction

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

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

Remember, you must be accompanied by an instructor who is:

- (a) A person who holds an instructor's licence issued under the *Motor Vehicle Drivers Instructors Act 1963*; or
- (b) A person who is an instructor in a youth driver education course conducted or supervised by a person authorised by the Department of Transport for that purpose; or
- (c) A person who is authorised to perform any driving of a kind for which the driving instruction is to be given* and has had that authorisation for a period of, or periods adding up to:
 - (i) at least two years, in the case of driving of a moped; or
 - (ii) at least four years in any other case.

* This means that a person who is authorised to drive a 'C' class vehicle with an 'A' condition (automatic vehicle) cannot supervise a learner driver in a manual vehicle.

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

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

- Will there be a planned training program?
- Will there be structured lessons where the instructor will show you what to do, explain what is required in a way you easily understand and then let you practise at your own pace?
- Each time you try something, will the instructor let you know how you are going and give you tips for correcting errors?
- If you keep making the same errors, will the instructor give you new ways of correcting it?
- Will the instructor set 'homework' and skills for you to practise when you drive with other supervisors?
- Will each lesson start and finish with a review of your progress?

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

Part 2

A Quick Look at the PDA

This Part of the book explains the 'what', 'how' and 'when' about the PDA. Using it as a guide will assist you to prepare for your PDA.

How Does the Assessor Judge?

Driver and Vehicle Services has set a Driver Licensing Competency Standard which describes the components of driving in detail. The standard represents what the Department of Transport expects of an experienced, competent driver. The Driver Competency Standard is available online at www.transport.wa.gov.au/dvs.

During your PDA, the assessor will compare your performance to that described in the Competency Standard. To pass the PDA you must have made significant progress towards meeting the Competency Standard.

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 every day 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.

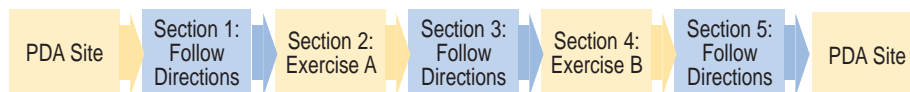
How Does the PDA Work?

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.



You can read about PDA items in Part 3 of this book.

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.

What Happens at the End of the PDA?

When you arrive back at the PDA site the assessor will tally up your score to see if you have passed the PDA.

You need to perform consistently during the PDA. The PDA will assess the 'completeness' of your driving ability and you will not pass if you have not demonstrated important aspects of the driving skill.

If You PASS

The assessor will note that you have passed the PDA on the form and give you a copy.

Nobody's perfect and even if you pass the PDA, it is likely that you would have made some errors during it. 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 note that you have not passed the PDA on the form and give you a copy.

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.

How Long Does it Take?

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

When you return to the PDA site your assessor will give you feedback on how you went.



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

What Will the Assessor Look For?

During each section of the PDA, your performance will be assessed against five PDA items. As you would expect, 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 on page 50.

What are the PDA Items?

The items against which your driving will be assessed are:

- **Flow** which assesses how well you combine driving skills together;
- **Movement** which assesses whether you move smoothly when you drive the car forwards or backwards;
- **Path** which assesses whether you pick the best track and stay on track;
- **Responsiveness** which assesses whether you are aware of the hazards around you and respond to them appropriately;
- **Look Behind** which assesses whether you keep an eye on what's happening behind you by using your rear view mirrors and checking blind spots;
- **Signal** which assesses whether you use let other road users know what you intend to do; and
- **Vehicle Management** which assesses whether you do things like keep an eye on your vehicle's instruments while you are driving, use the steering wheel correctly and use the clutch and gearbox effectively.

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

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

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



**There is further information about
PDA items in Part 3 of this book.**



Part 3

The PDA Items

This Part details exactly what your assessor will be looking for during your practical driving PDA. It explains how the assessor will score what you do and tells you how you need to drive to pass the PDA. It describes each PDA item in detail and gives you some useful examples. At the end of this Part, you will find a list of the serious faults that can cause you to fail the PDA.

Terms Used in This Book

The words with special meanings that have been used in this book 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.

Flow

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.

When your driving flows it means you do not have to think consciously about what to do. That is, 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.



**Practise in many situations to develop
'mental programs'.**

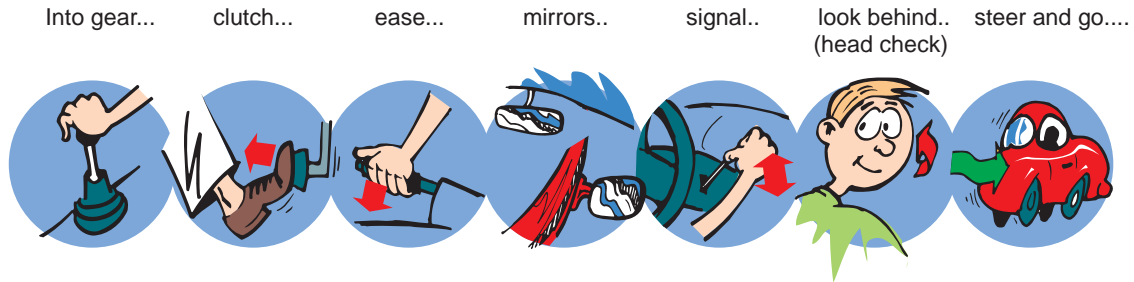
To develop the *flow* quality of your driving, you need to get as much driving experience as possible. One or two 'practise runs' in a few situations will not be enough.

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 on the following page represents what fluent performance might look like – one part flows into the next. As one part is finishing, another part is starting, sometimes several parts happen at once.

A competent driver will do all of these things automatically.

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 'YES' 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.



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.

When is 'Flow' Scored?

✓ When all conditions are met.	✗ When any of these occur.
You start the manoeuvre promptly.	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 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.

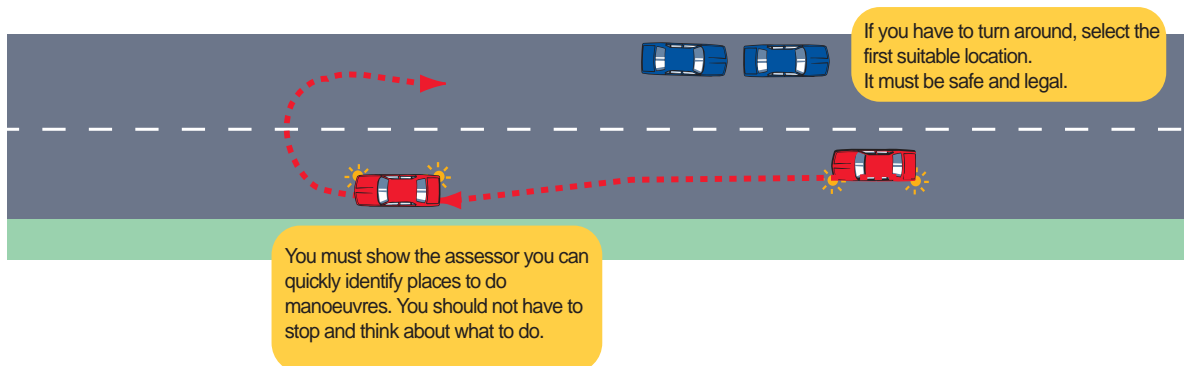
Examples of 'Flow'

The following examples of *flow* represent the aspects of your driving that the assessor will be checking when assessing *flow*. You should read these examples in conjunction with *Drive Safe: A handbook for Western Australian road users*. In the following diagrams, you are driving the red car.

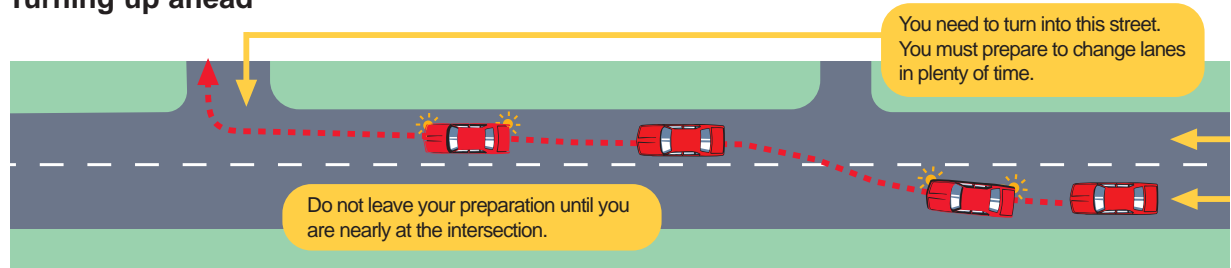
You start the manoeuvre promptly

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

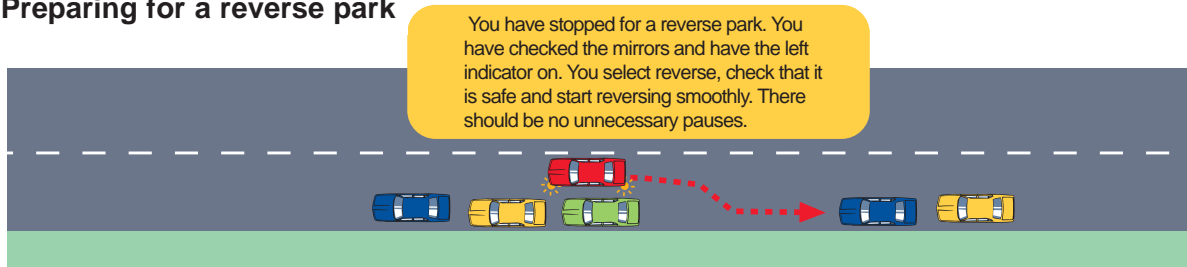
Finding somewhere to turn around



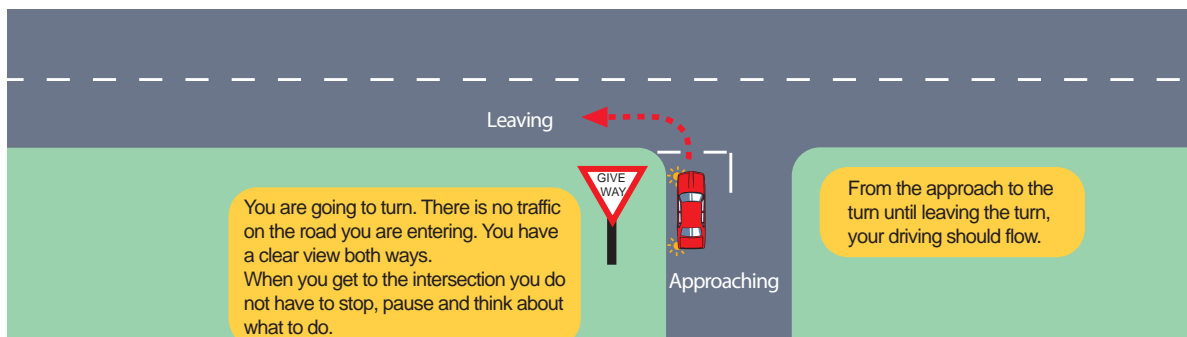
Turning up ahead



Preparing for a reverse park



Turning at an intersection



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.

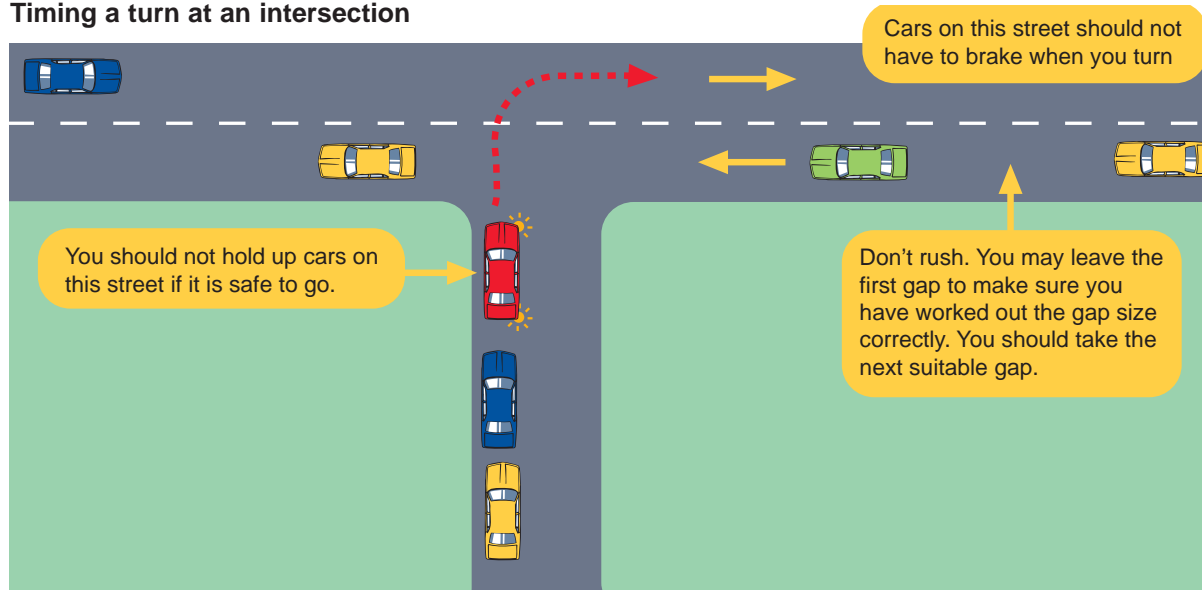
You perform your manoeuvres so that they fit in with other traffic

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

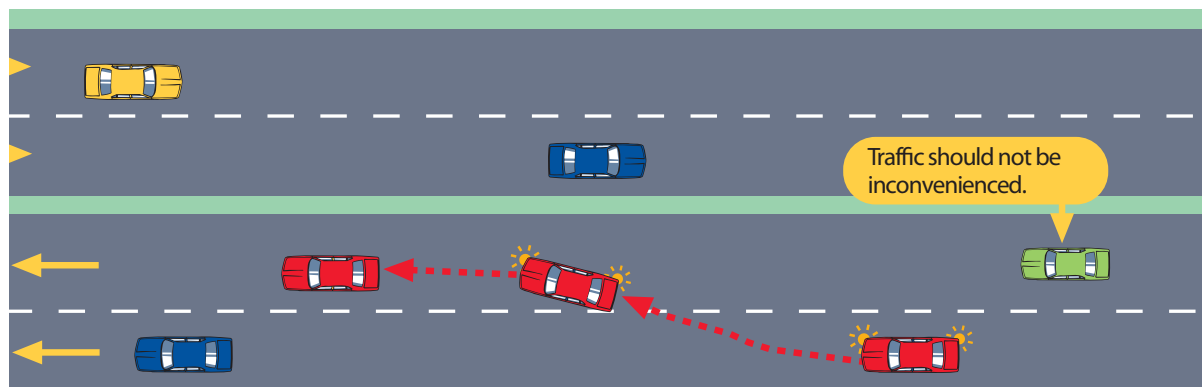
You must be able to:

- 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.

Timing a turn at an intersection



Timing a lane change

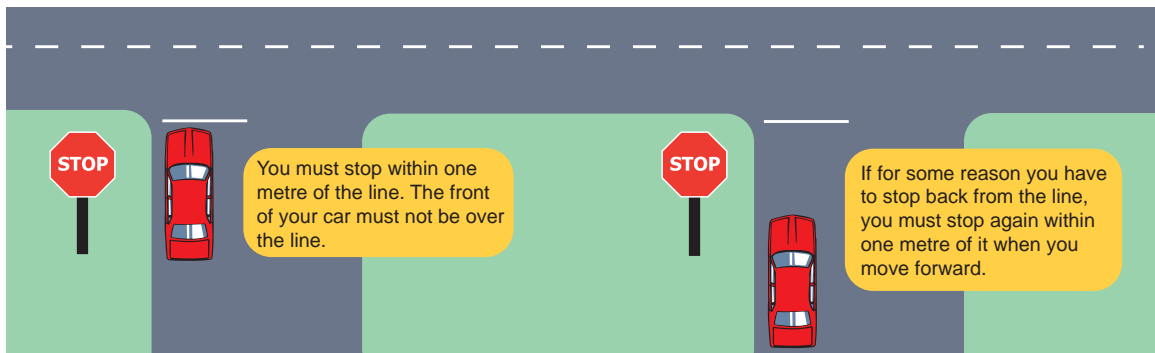


You comply with rules for stopping and giving way

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

STOP signs

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.



Movement

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.

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.

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 (eg. 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.

✓ When all conditions are met.	✗ When any of these occur.
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.
You remain stationary as necessary.	You let the vehicle roll when it should be stationary.
You maintain a safe following distance.	You don't maintain a safe following distance.

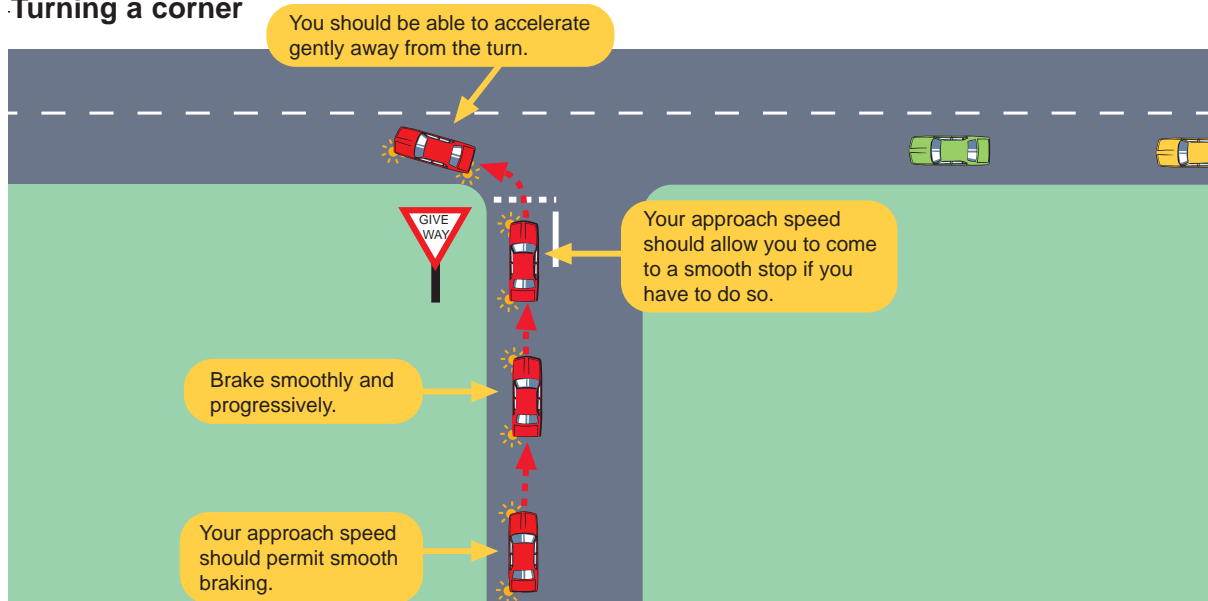
Examples of 'Movement'

The following examples of *movement* represent the aspects of your driving that the assessor will be checking when assessing *movement*. You should read these examples in conjunction with *Drive Safe: A handbook for Western Australian road users*. In the following diagrams, you are driving the red car.

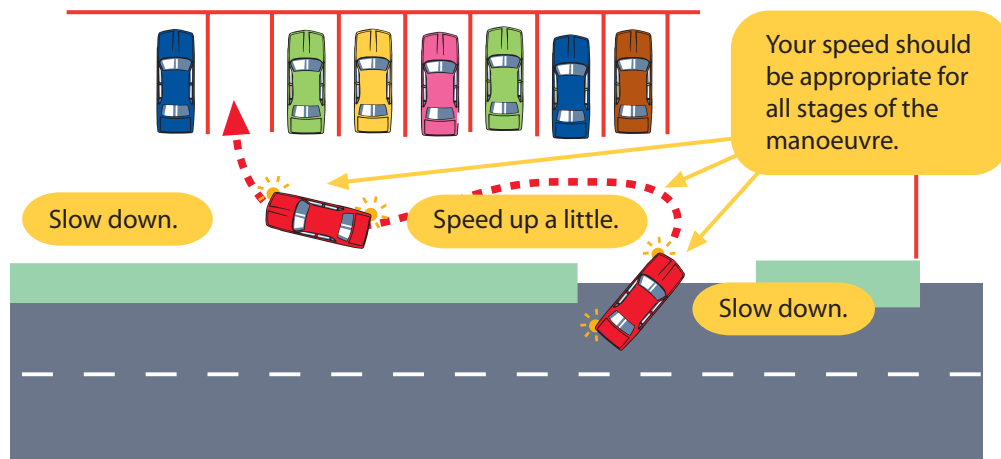
You vary your speed

You must match your speed to the manoeuvre you are doing. This means speeding up 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.

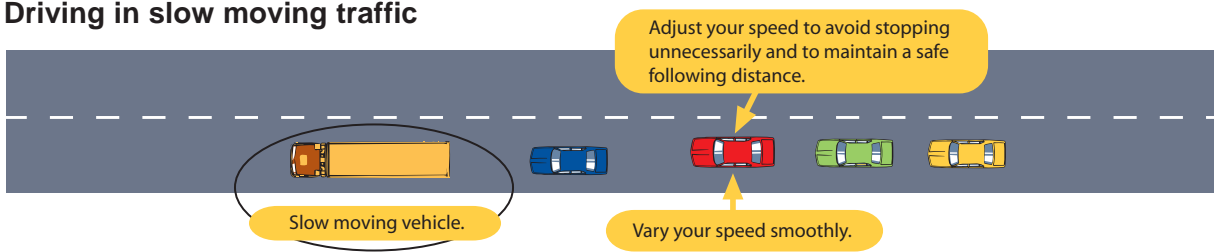
Turning a corner



Driving into a car park

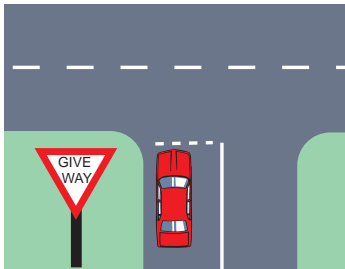


Driving in slow moving traffic

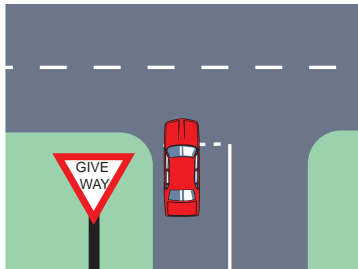


Low speed manoeuvres

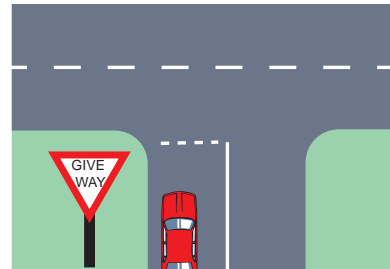
You must stop accurately.



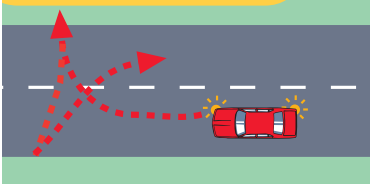
Do not over-shoot.



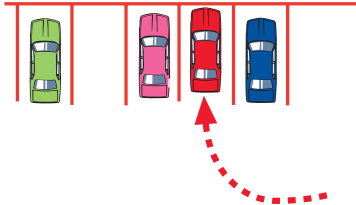
Do not stop well before the line.



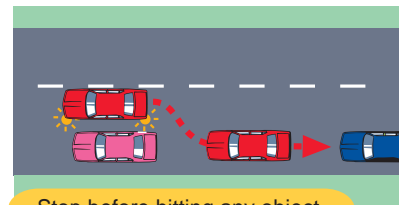
Stop before hitting the kerb.



Stop before hitting the kerb.

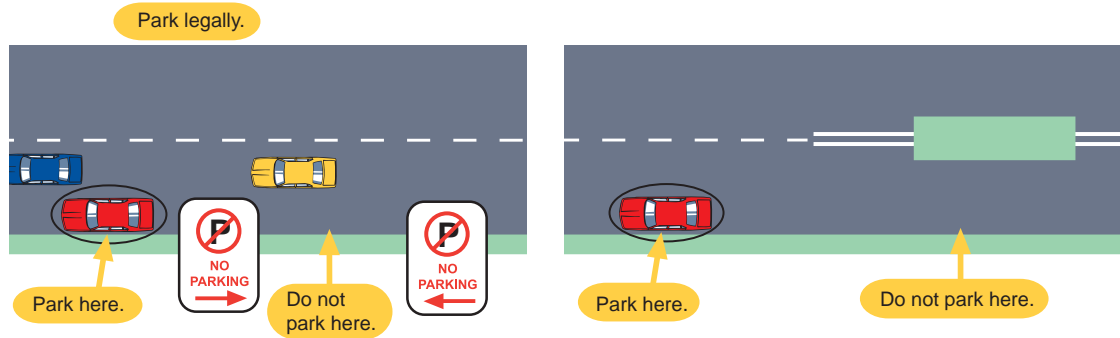


Stop before hitting any object.

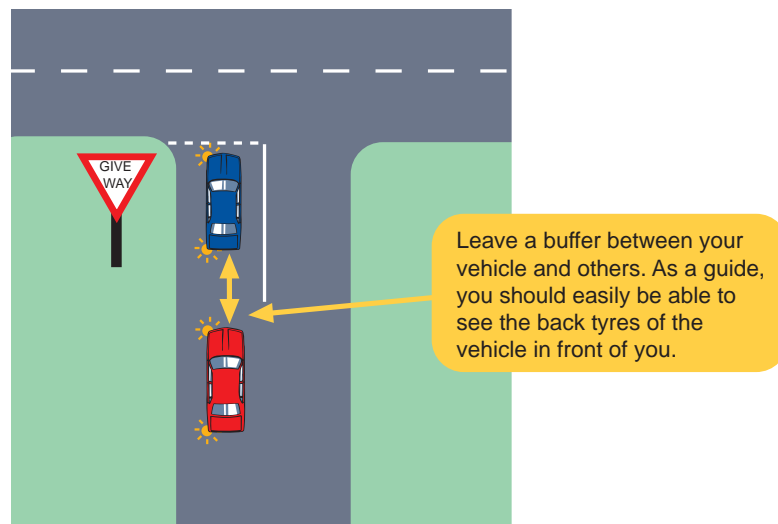


Parking

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



Stopping



Path

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. Another example of path's relationship to speed occurs when you change lanes too quickly and your passengers are thrown sideways. If this happens, it means that the amount of steering you used was not suitable for the speed you were travelling.

If you 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.

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.

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.

Examples of 'Path'

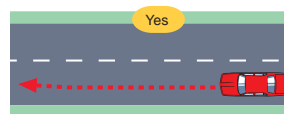
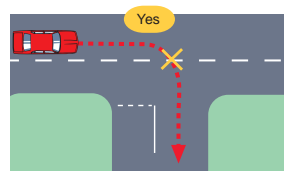
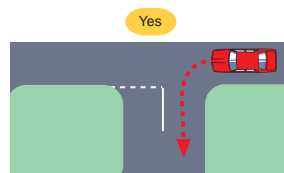
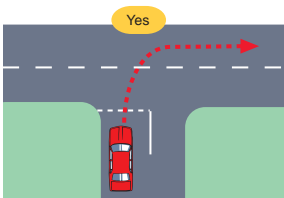
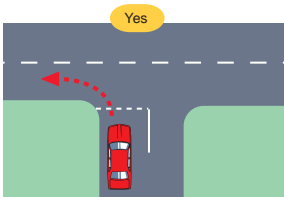
The following examples of *path* represent the aspects of your driving that the assessor will be checking when assessing path. You should read these examples in conjunction with *Drive Safe: A handbook for Western Australian road users*. In the following diagrams, you are driving the red car.

You steer accurately

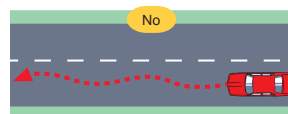
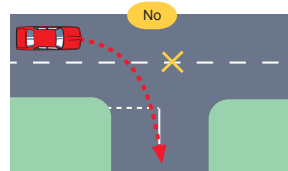
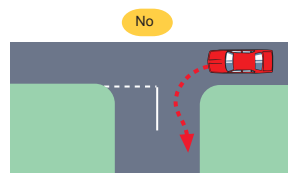
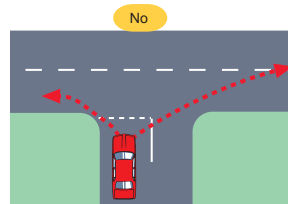
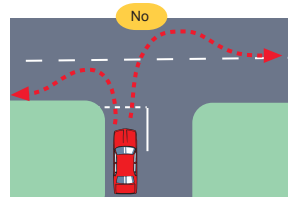
You should be able to work out the best path to take and stay on track.

When turning

Your path should look like this:



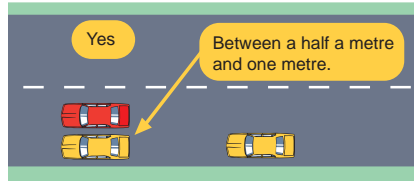
Your path should not look like this:



When reverse parking

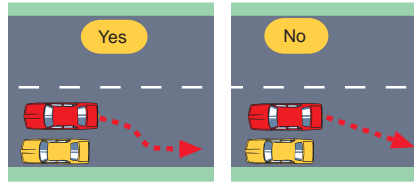
START

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



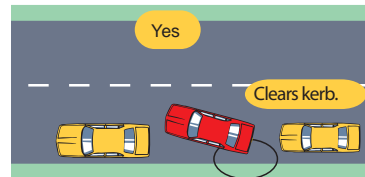
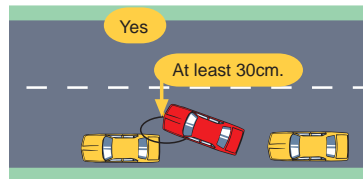
REVERSE

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



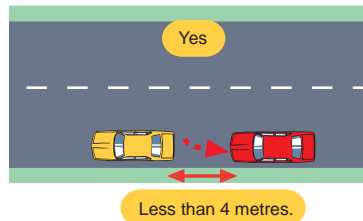
LEAVE ROOM FOR ERROR

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



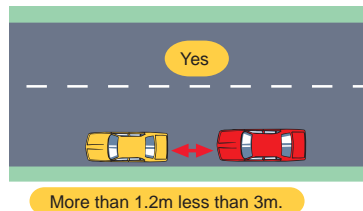
DISTANCE BACK

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

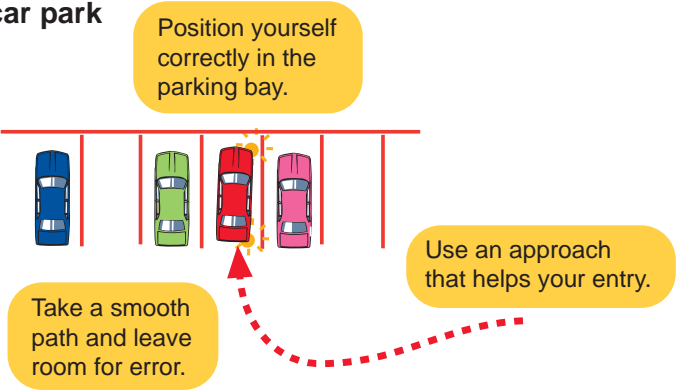


FINAL POSITION

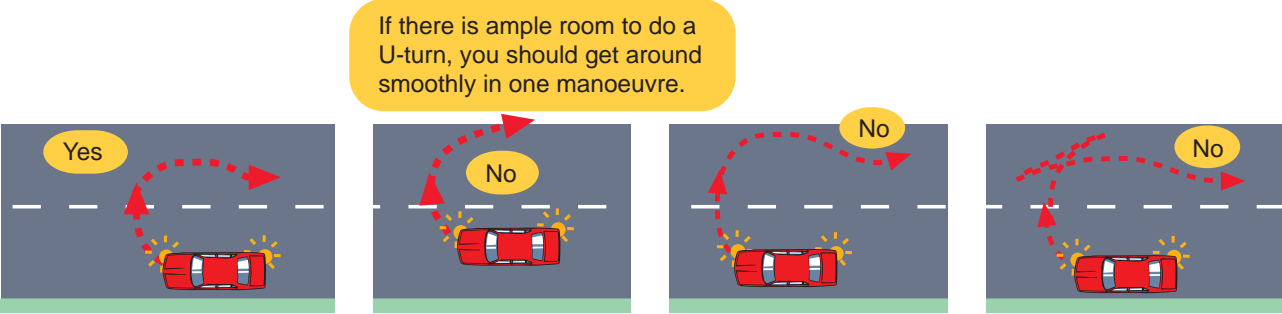
Make sure road users can move freely. Your car should be reasonably parallel to the kerb, entirely within the confines of any parking bay and more than 1.2m and less than 3m from the vehicles in front and behind.



When manoeuvring in car park

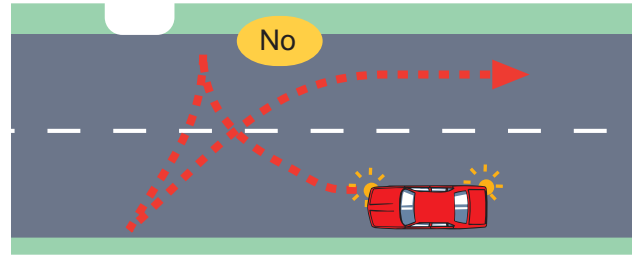
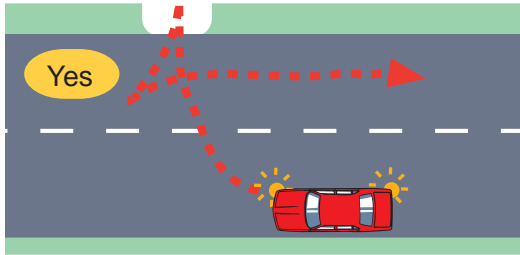


When performing U-turns



When performing three point turns

You should always use a driveway to do a three-point turn, unless there is no other option



Choose a safe location in which to complete the manoeuvre or you may also be marked under 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.

Responsiveness

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 drive as if they are 'connected' to their surroundings. They 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.

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

When is 'Responsiveness' Assessed?

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

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 his/her 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.

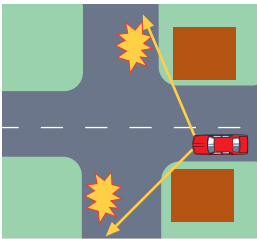
Examples of 'Responsiveness'

The following examples of *responsiveness* represent the aspects of your driving that the assessor will be checking when assessing *responsiveness*. You should read these examples in conjunction with *Drive Safe: A handbook for Western Australian road users*. In the following diagrams, you are driving the red car.

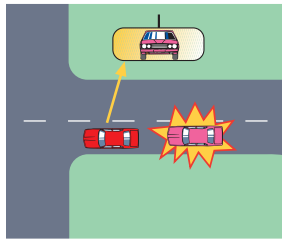
You look for hazards that pose immediate threats

To respond safely to hazards you must first see them. Responsive drivers scan the whole driving scene 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.

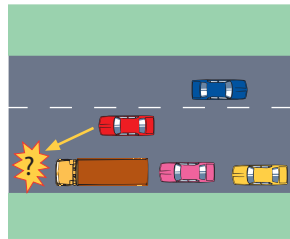
At blind intersections



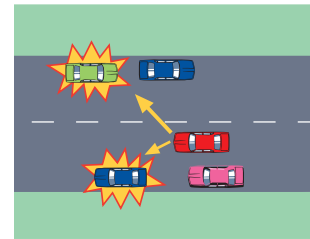
Traffic behind you



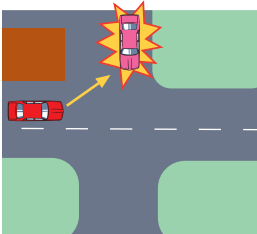
Truck blocking view



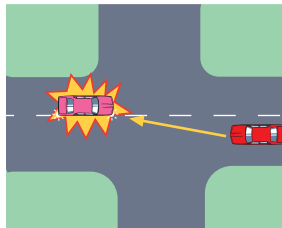
Drivers in parked cars



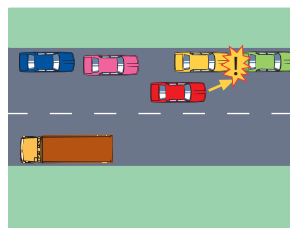
Car on side road



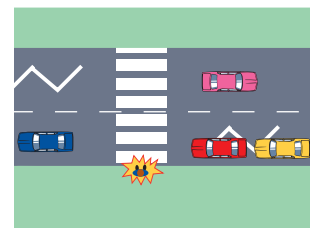
Car waiting to turn



Pedestrian stepping out



Pedestrian crossing



You adjust to the situation

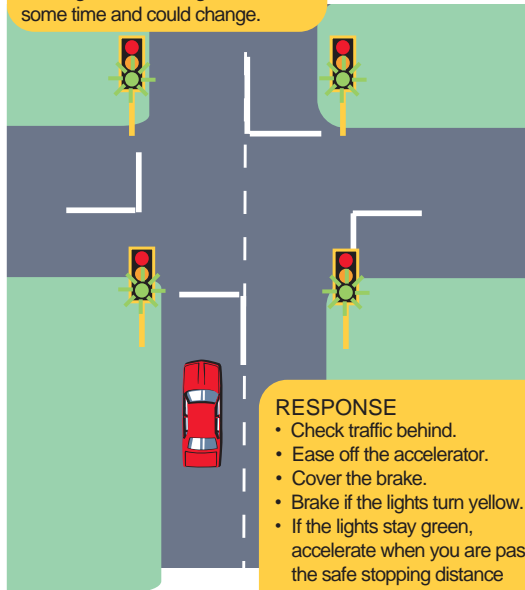
There are countless potentially hazardous situations to which you will have to respond while you drive.

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

Approaching a green traffic light

POTENTIAL HAZARD

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



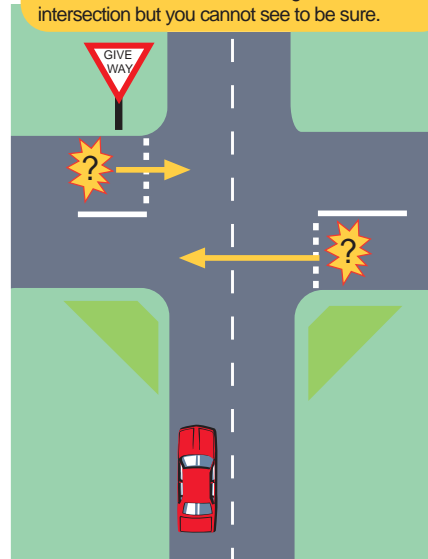
RESPONSE

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

Approaching a blind intersection

POTENTIAL HAZARD

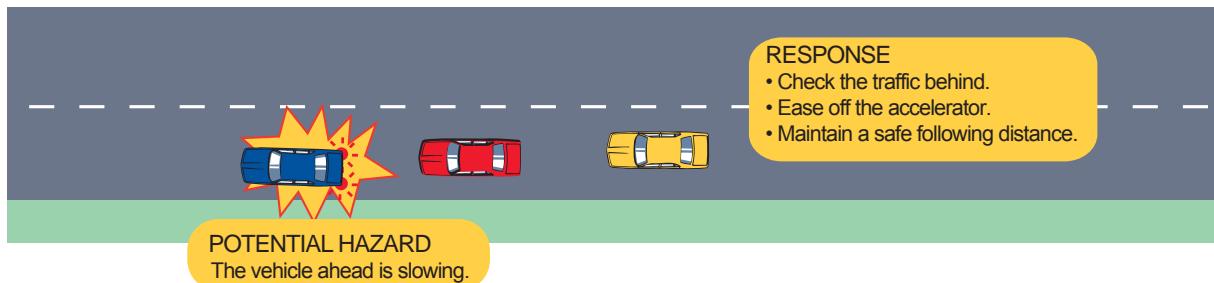
There could be vehicles entering the intersection but you cannot see to be sure.



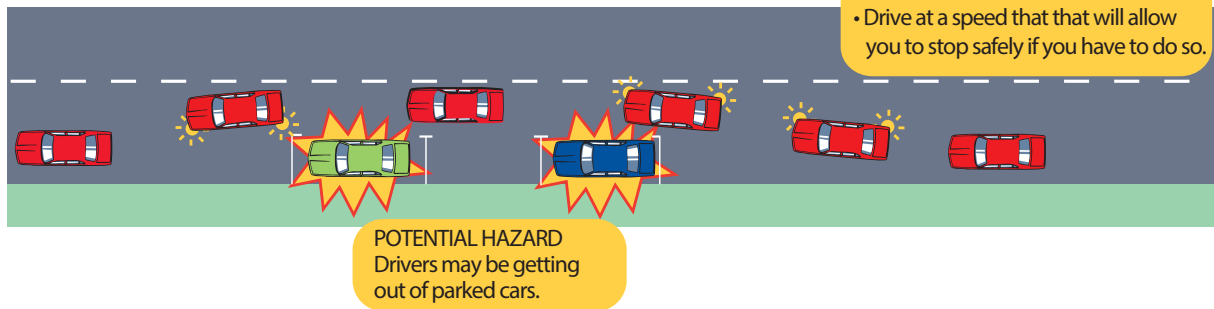
RESPONSE

- Check 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.

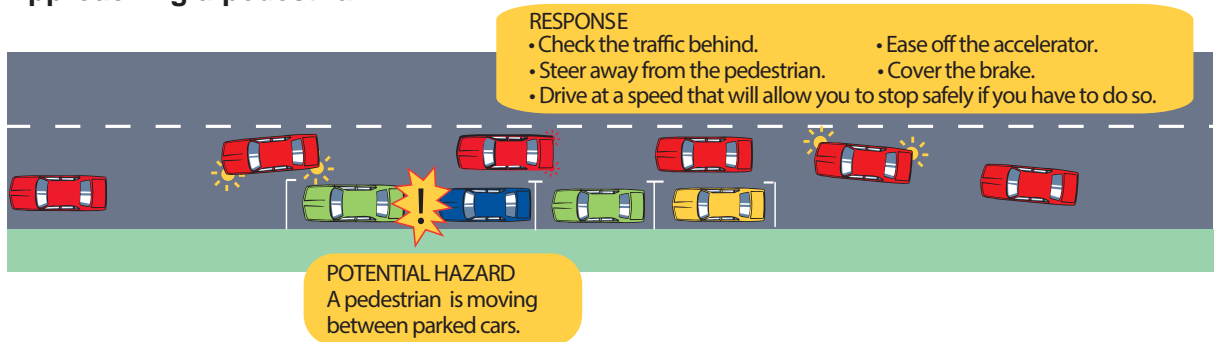
Following another vehicle



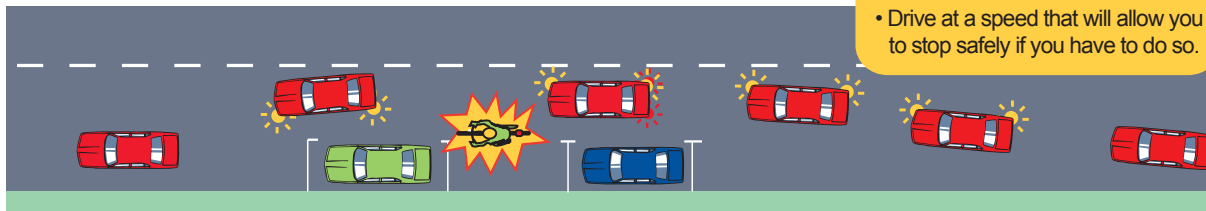
Approaching parked cars



Approaching a pedestrian



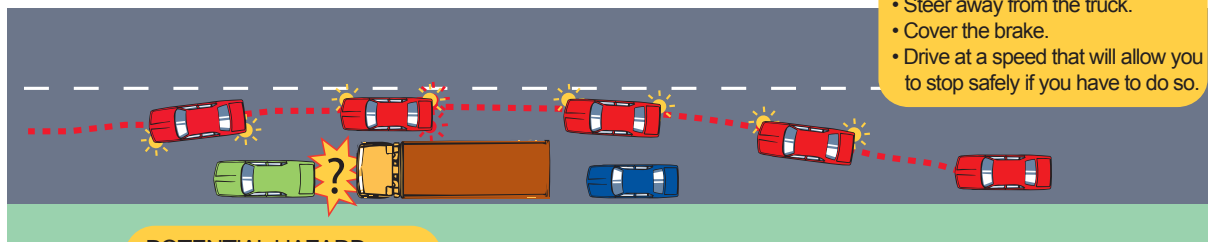
Approaching a cyclist



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



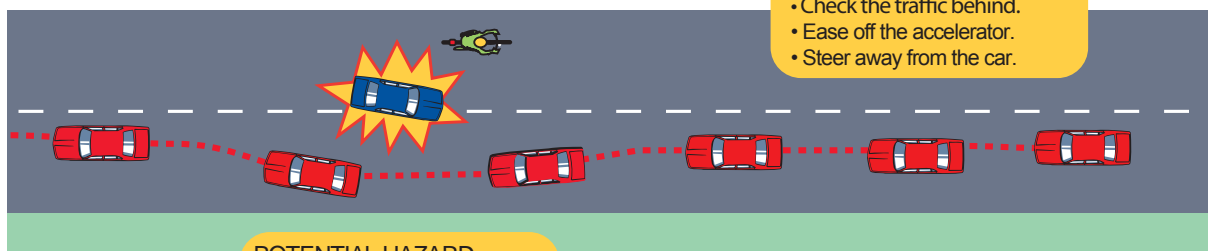
RESPONSE

- 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.

POTENTIAL HAZARD

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

An oncoming car is overtaking a cyclist



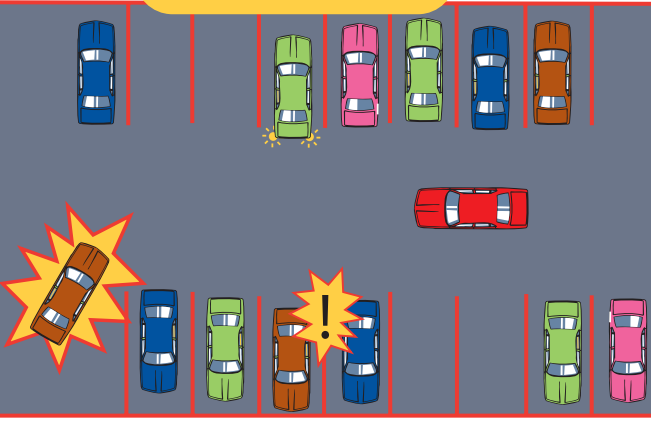
RESPONSE

- Check the traffic behind.
- Ease off the accelerator.
- Steer away from the car.

POTENTIAL HAZARD

The car overtaking the cyclist might cross the centre line.

Driving through a car park



POTENTIAL HAZARD
The car could reverse.

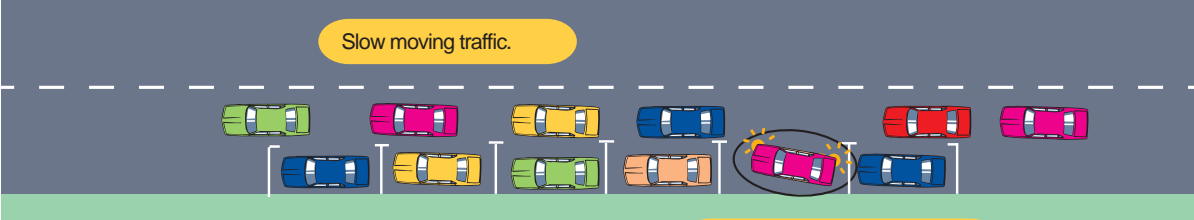
POTENTIAL HAZARD
The car turning could block the path.

POTENTIAL HAZARD
Pedestrian may move out from between parked cars.

RESPONSE

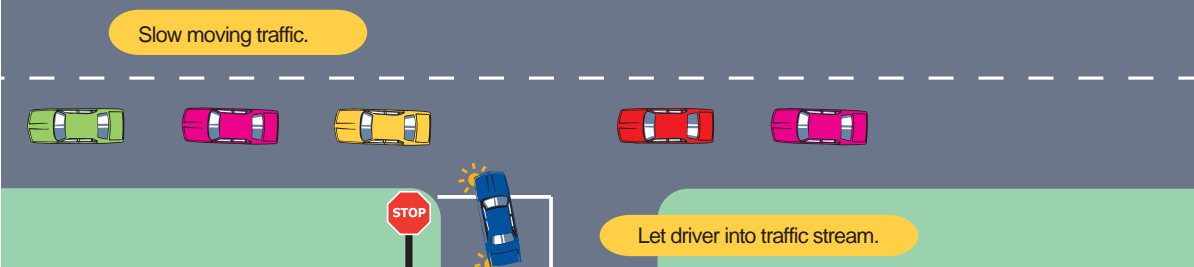
- Check the traffic behind.
- Ease off the accelerator.
- Drive at a speed that will allow you to stop safely if you have to do so.

You are courteous to other road users



Slow moving traffic.

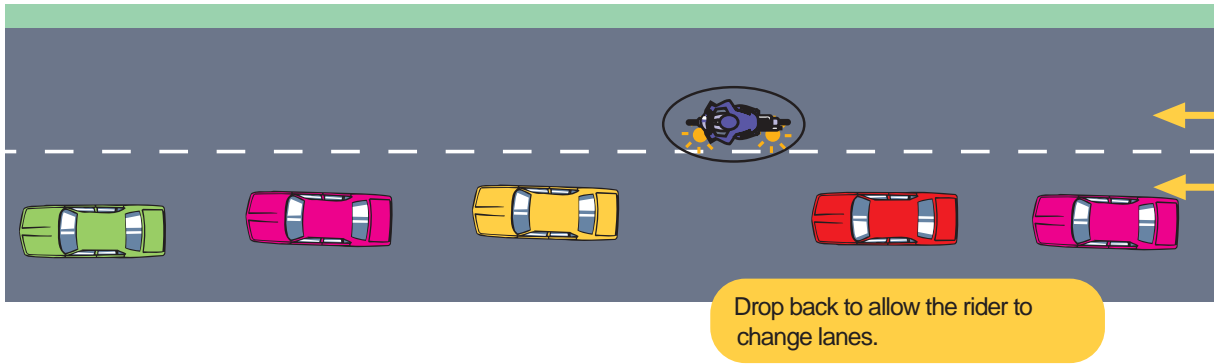
Let driver into traffic stream.



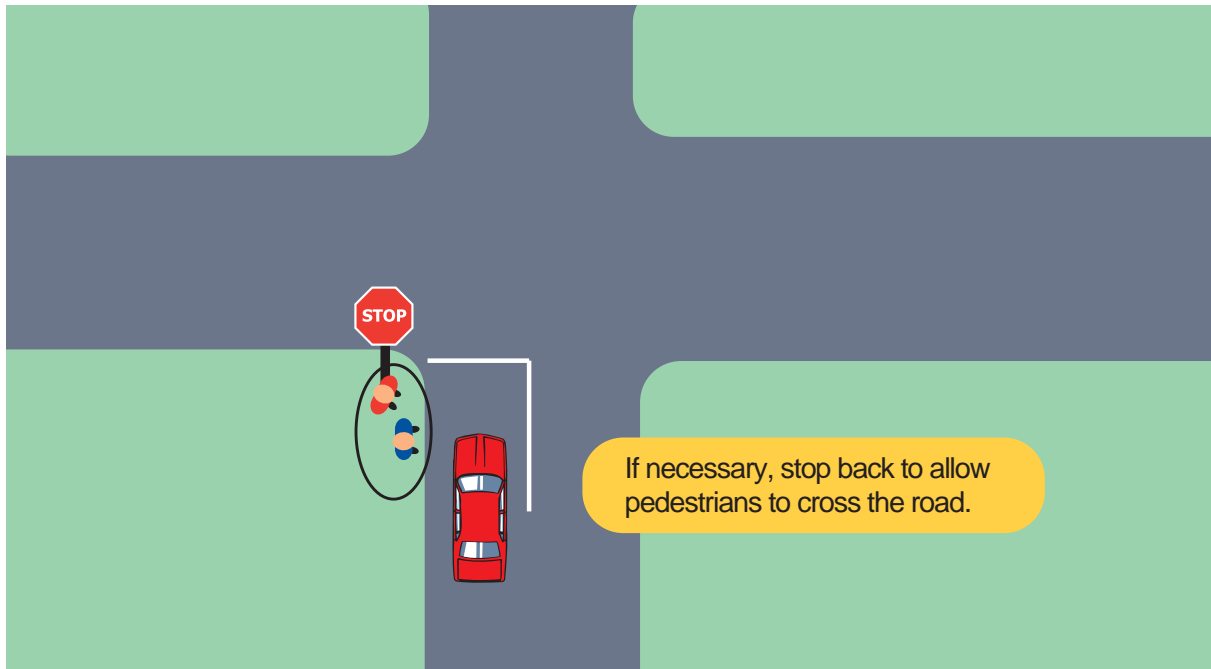
Slow moving traffic.

Let driver into traffic stream.

You are courteous to other road users (continued)



Pedestrians crossing the road



Look Behind

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.**

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.

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.

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.

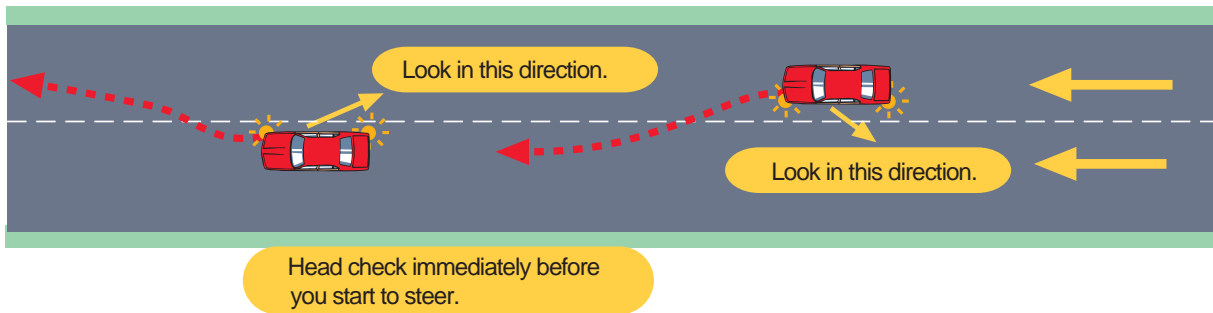
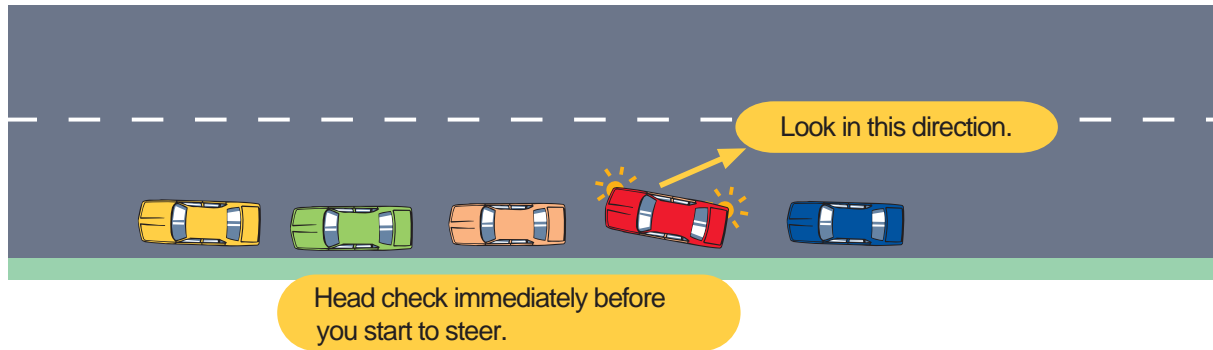
Examples of ‘Look Behind’

The following examples of *look behind* represent the aspects of your driving that the assessor will be checking when assessing *look behind*. You should read these examples in conjunction with *Drive Safe: A handbook for Western Australian road users*. In the following diagrams, you are driving the red car.

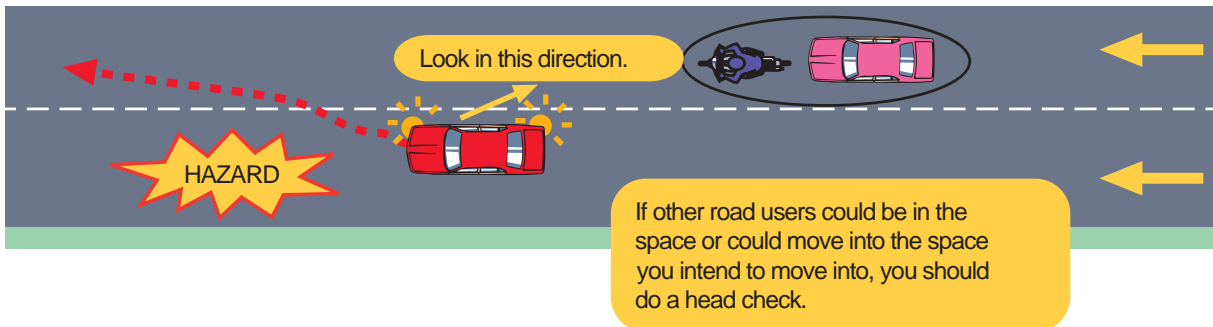
Doing head checks in the right direction

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.

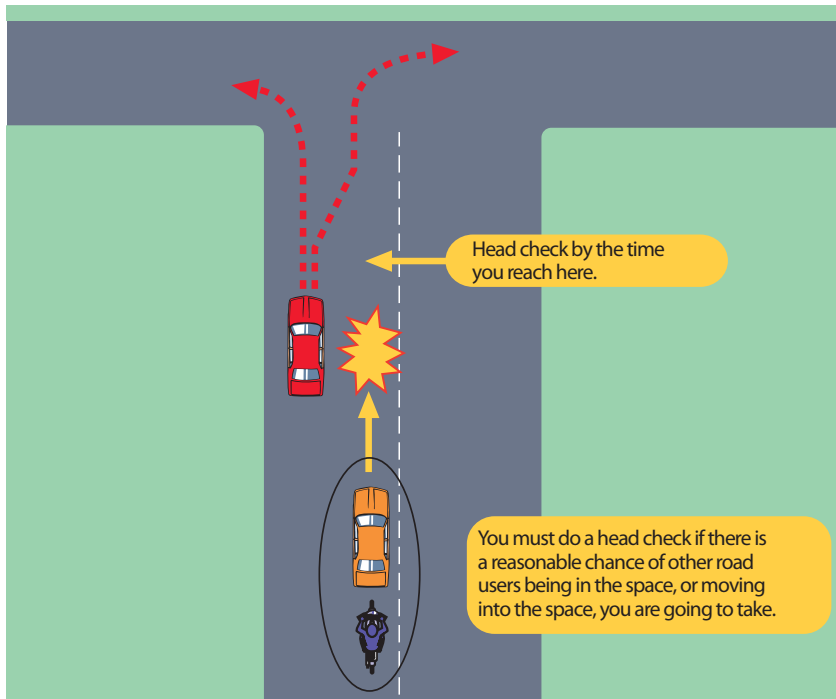
Moving off



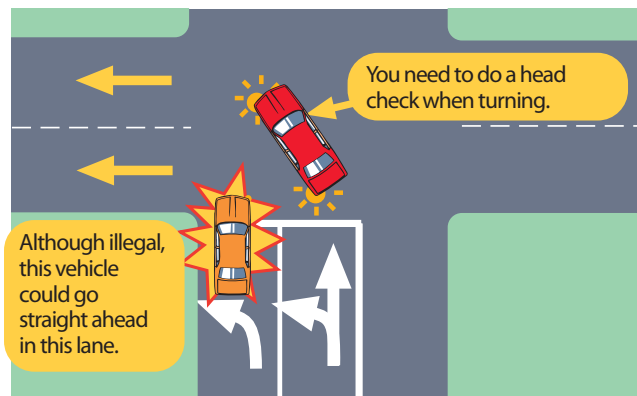
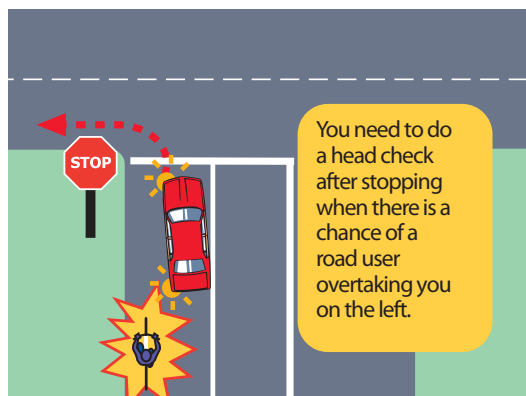
Moving around a hazard



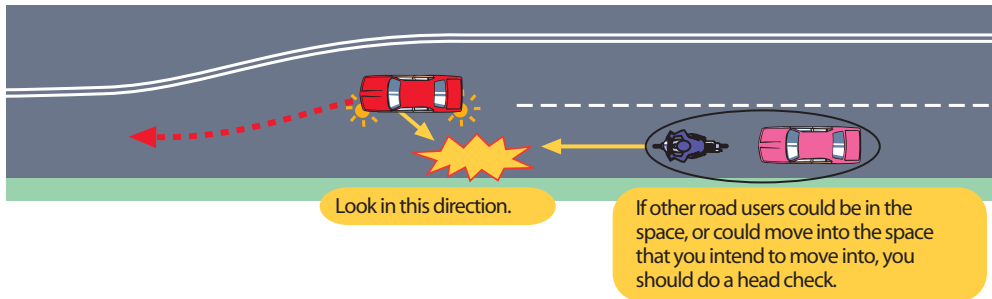
Getting in position for a turn



Starting a turn at an intersection



Merging



Signal

What Does 'Signal' Assess?

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

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 driver's and pedestrians. Before moving from a stationary position, they 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.

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.

How is 'Signal' Scored?

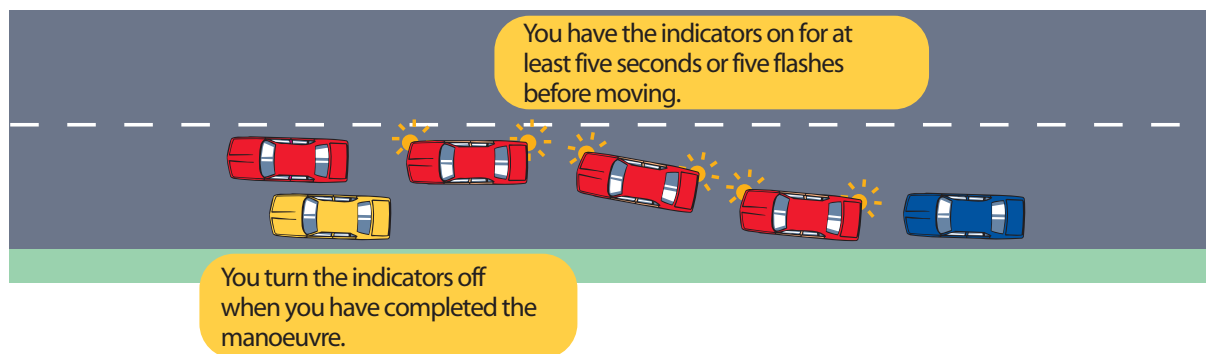
✓ When all conditions are met.	✗ When any of these occur.
When you are leaving a parked position, you have the indicator on for five seconds before moving.	You have the indicator on for less than five seconds before moving from a parked position.
When you are moving, you turn on the appropriate indicator 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.

Examples of 'Signal'

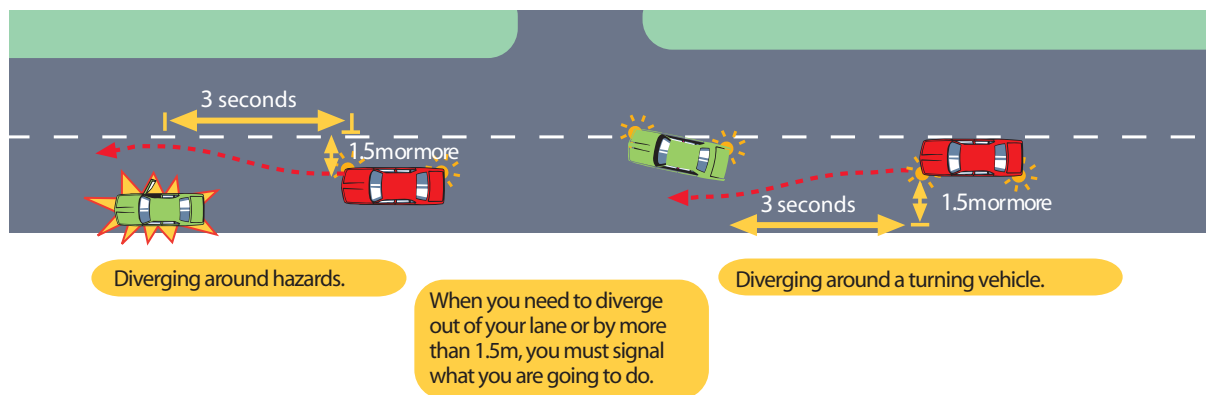
The following examples of *signal* represent the aspects of your driving that the assessor will be checking when assessing *signal*. You should read these examples in conjunction with *Drive Safe: A Handbook for Western Australian road users*. In the following diagrams, you are in the red car.

You use your indicators

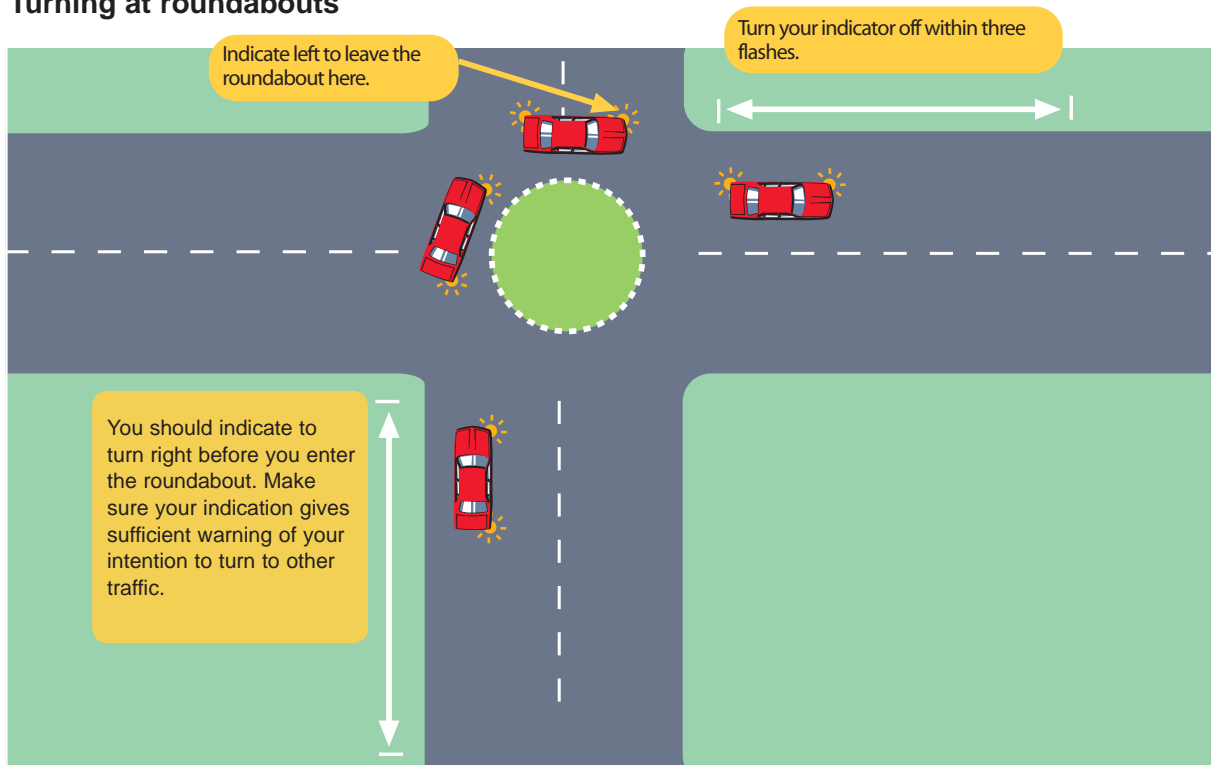
Leaving a parked position



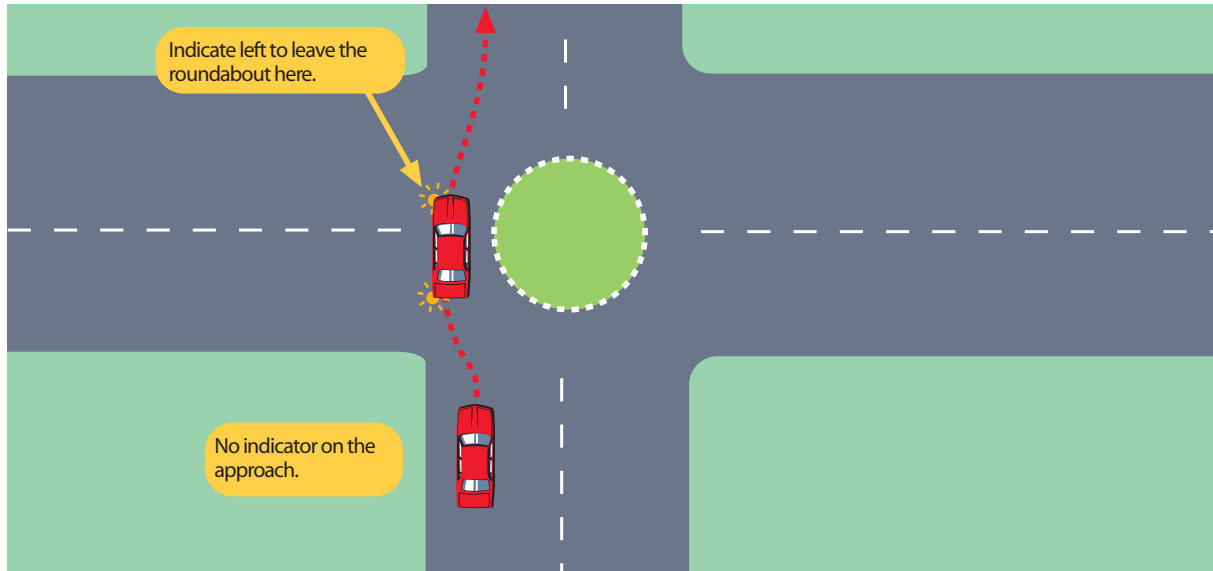
Diverging around a hazard



Turning at roundabouts



Travelling straight ahead at roundabouts



Vehicle Management

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 using the clutch and gearbox effectively while you are driving.

This item includes aspects that are not really qualities of your driving and which are not covered by the other PDA items (look behind, signal, flow, movement, path and responsiveness). Instead, it includes some important tasks that you should be doing before you drive and while you drive.

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.

How is 'Vehicle Management' Scored?

✓ When all conditions are met.	✗ When any of these occur.
<p>You make sure that the inside of the vehicle is safe for you and any passengers. For example, you:</p> <ul style="list-style-type: none">• 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.	<p>You ignore things affecting safety inside the vehicle.</p>
<p>You have your mirrors adjusted for the best view of the traffic behind you.</p>	<p>Your mirrors do not provide the best view of the traffic behind you.</p>
<p>You adjust, and keep adjusted, the driver's seat and seat belt. Your seating position should enable you to operate the car effectively.</p>	<p>You take up a driving position that is not good for controlling the vehicle.</p>
<p>You respond properly to the vehicles instruments.</p>	<p>You do nothing when the vehicles instruments display warnings or important information.</p>
<p>You use switches as needed while you drive.</p>	<p>You do not use switches when needed. For example, you do not turn on the wipers if it starts to rain.</p>

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

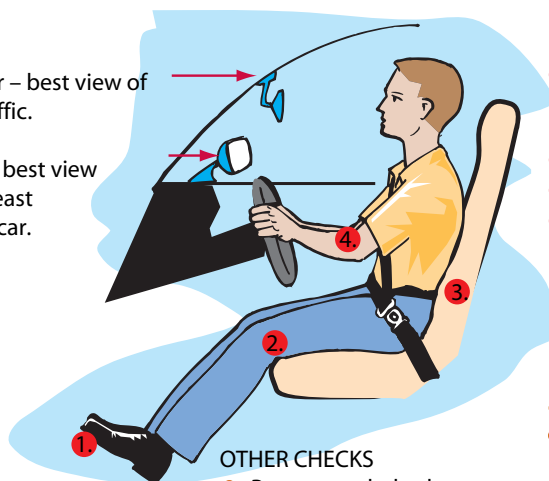
Examples of 'Vehicle Management'

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. Back is against the seat.
4. Arm position lets hands complete a full turn of the wheel when your back is against the seat.

SEAT BELT

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

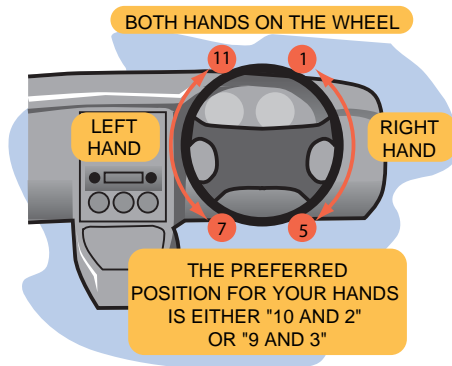
OTHER CHECKS

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

You use steering and gears to promote control

You do not have to use a special method of steering or using the gears but the method you use should help you operate the car safely.

Steering



Steering

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

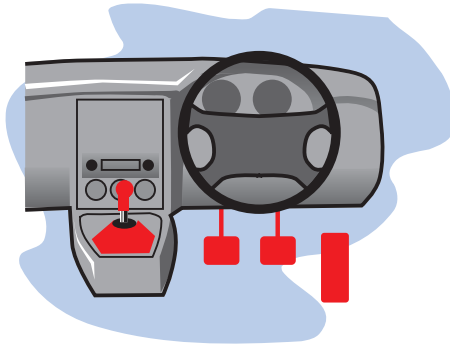
Driving around curves

- 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

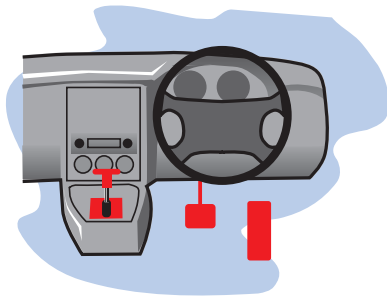
- Use a method that suits you and keeps the vehicle on track.
- You can steer backwards using one hand.

Gears



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 things 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 refuse to attempt any part of the PDA; 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 or type of licence PDA;
- 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 PDA?

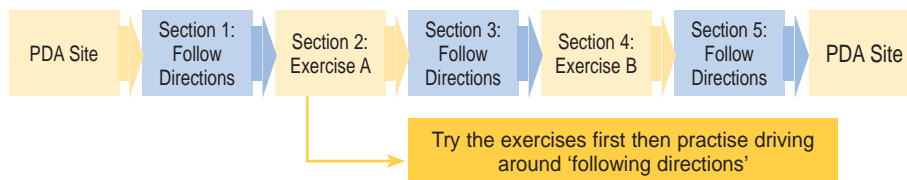
Remember that the PDA is trying to determine whether you can drive without assistance. This part of the book will help you to decide whether you are ready for the PDA or not.

Do a Practise 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. You should try practise exercises first, then 'following directions' and then both together.



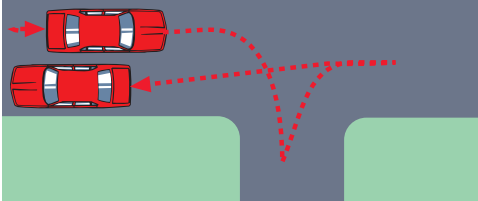
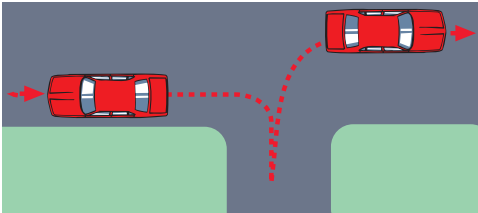
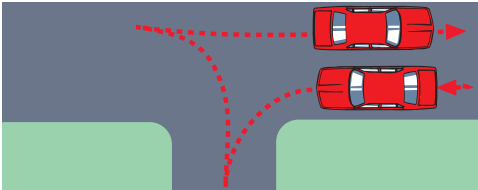
Use the Exercise Practise Forms which start on page 56 to check how well you can perform the exercises. When you are able to pass the practise exercises, try driving around following directions from your supervisor using the Follow Directions Practise Forms on page 63. Then try linking exercises with the 'follow directions' sections to practise the whole PDA using the Practise PDA Forms on page 64.

Practise the Exercises

Manoeuvres

When you go for your PDA you will have to do 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'.

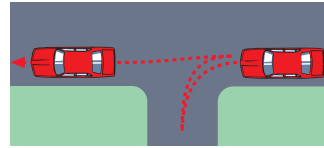
So that you don't get any surprises during the PDA, you should try various combinations of manoeuvres to build your own practise exercises. The manoeuvres which will be included in the two exercises will come from or will be derived from a set of ten manoeuvres. You can use the same manoeuvres to devise your own practise exercises. The ten manoeuvres are listed below.

Manoeuvre	Diagram
1. Drive forward into a driveway on the right, then reverse and change direction.	
2. Reverse into a driveway and then drive forward to go back along the street in the opposite direction.	
3. Drive forward into a driveway on the left then reverse out to change direction.	

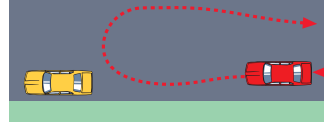
Manoeuvre

Diagram

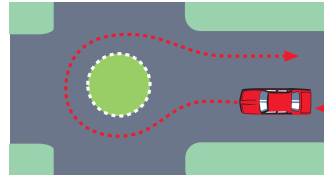
4. Drive forward into a driveway on the left, reverse back to leave in the same direction as you started.



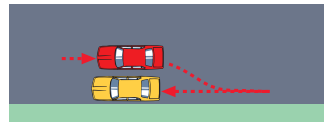
5. Complete a U-turn.



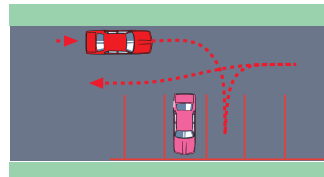
6. Complete a U-turn at a roundabout.



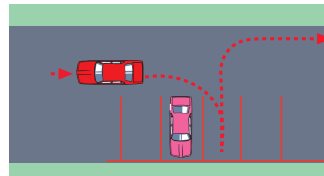
7. Complete a reverse parallel park.



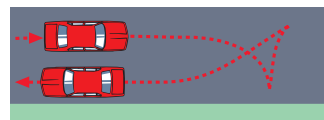
8. Complete a forward angle park.



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 (U-turn at roundabout) and you have an exercise like 'I left something behind'. You can also try Manoeuvre 3 followed by Manoeuvre 9 (a forward angle park) in a car park nearby. Manoeuvre 5 followed by Manoeuvre 8 (a reverse parallel park) is what drivers often do when they are looking for a place to park.

Check the Results of Your Practise Exercises

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

During each exercise your supervisor should also mark you on look behind and signal. You will get two additional '✓' marks if you complete these elements well.

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

First Manoeuvre	<input type="checkbox"/> Flow	<input type="checkbox"/> Movement	<input type="checkbox"/> Path
Second Manoeuvre	<input type="checkbox"/> Flow	<input type="checkbox"/> Movement	<input type="checkbox"/> Path
During Whole Task	<input type="checkbox"/> Look Behind	<input type="checkbox"/> Signal	

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

You can find a quick guide to scoring the PDA items on page 67.

Use the following exercise practise 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 practise 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 practise 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 Practise Forms

Practise Exercise 1: '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	<input type="checkbox"/> Flow	<input type="checkbox"/> Movement	<input type="checkbox"/> Path
Second Manoeuvre	<input type="checkbox"/> Flow	<input type="checkbox"/> Movement	<input type="checkbox"/> Path
During Whole Task	<input type="checkbox"/> Look Behind	<input type="checkbox"/> Signal	

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without asking 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 Exercise 2: ‘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	<input type="checkbox"/> Flow	<input type="checkbox"/> Movement	<input type="checkbox"/> Path
Second Manoeuvre	<input type="checkbox"/> Flow	<input type="checkbox"/> Movement	<input type="checkbox"/> Path
During Whole Task	<input type="checkbox"/> Look Behind	<input type="checkbox"/> Signal	

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without asking 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 Practise Exercises

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

Practise Exercise 1

Score What You Did			
Manoeuvre (write in its name or draw a sketch of it)			
1.	<input type="checkbox"/> Flow	<input type="checkbox"/> Movement	<input type="checkbox"/> Path
2.	<input type="checkbox"/> Flow	<input type="checkbox"/> Movement	<input type="checkbox"/> Path
During Whole Task	<input type="checkbox"/> Look Behind	<input type="checkbox"/> Signal	

Check what you and your supervisor think about your performance.

Were you able to:	Did your supervisor:
<input type="checkbox"/> do it without asking 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 Exercise 2

Score What You Did

Manoeuvre (write in its name or draw a sketch of it)

1. ☐ Flow ☐ Movement ☐ Path

2. ☐ Flow ☐ Movement ☐ Path

During Whole Task ☐ Look Behind ☐ Signal

Check what you and your supervisor think about your performance.

Were you able to:

Did your supervisor:

☐ do it without asking any questions?

☐ feel comfortable while you did the exercises?

☐ do it without having to think really hard about it?

☐ stay quiet without giving any help?

☐ complete low speed manoeuvres while chatting to your supervisor at the same time?

☐ feel happy about staying quiet while you were driving?

Practise Exercise 3

Score What You Did

Manoeuvre (write in its name or draw a sketch of it)

1. ☐ Flow ☐ Movement ☐ Path

2. ☐ Flow ☐ Movement ☐ Path

During Whole Task ☐ Look Behind ☐ Signal

Check what you and your supervisor think about your performance.

Were you able to:

Did your supervisor:

☐ do it without asking any questions?

☐ feel comfortable while you did the exercises?

☐ do it without having to think really hard about it?

☐ stay quiet without giving any help?

☐ complete low speed manoeuvres while chatting to your supervisor at the same time?

☐ feel happy about staying quiet while you were driving?

Practise Exercise 4

Score What You Did

Manoeuvre (write in its name or draw a sketch of it)

1. ☐ Flow ☐ Movement ☐ Path

2. ☐ Flow ☐ Movement ☐ Path

During Whole Task ☐ Look Behind ☐ Signal

Check what you and your supervisor think about your performance.

Were you able to:

Did your supervisor:

☐ do it without asking any questions?

☐ feel comfortable while you did the exercises?

☐ do it without having to think really hard about it?

☐ stay quiet without giving any help?

☐ complete low speed manoeuvres while chatting to your supervisor at the same time?

☐ 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 Follow Directions Practise Form to check your ability to drive following directions from your supervisor.

During each practise 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 features during every practise session or every PDA section. However, after each 'following directions' practise session you should have been through at least two of the features on the list.

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

Your supervisor can use the Following Directions Practise Form over the page to record your 'following directions' performance.

Following Directions Practise Form								
		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"/>
Section 9	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 10	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 11	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 12	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 13	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 14	Date:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 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

Practise 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"/>	<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"/>	<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 asking 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 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"/>	<input type="checkbox"/>	<input type="checkbox"/>
(Manoeuvre 2)			<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"/>	<input type="checkbox"/>	<input type="checkbox"/>
(Manoeuvre 2)			<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 asking 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 the Whole PDA

Practise 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"/>	<input type="checkbox"/>	<input type="checkbox"/>
(Manoeuvre 2)			<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"/>	<input type="checkbox"/>	<input type="checkbox"/>
(Manoeuvre 2)			<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 asking 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?

Quick Guide to Scoring the PDA Items

Use this page as a quick guide to scoring the PDA items. Part 3 has detailed information on each PDA item and how it should be scored.

✓ When all conditions are met.	✗ When any of these occur.
Starts the manoeuvre promptly.	Does not respond to an instruction. Is very slow starting or misses opportunities to start a manoeuvre.
Proceeds continuously through the parts of the manoeuvre.	Stumbles or pauses performing parts of the manoeuvre.
Proceeds directly through a series of manoeuvres.	Falters joining manoeuvres together.
Fits in with other traffic.	Inconveniences or unnecessarily slows or holds up other road users when doing a manoeuvre.
Complies with the rules for stop signs, give way signs, traffic signals, and right of way.	Does not comply with the rules for stop signs, give way signs, traffic signals, and right of way.
Drives without assistance.	Asks for, or requires, help to perform any manoeuvre.
Adjusts controls as situations change.	Continues with the same driving pattern even though situations are changing.
Directs eyes to hazards posing an immediate threat.	Keeps head and eyes directed forward when approaching hazards to the side.
Smoothly adjusts to a safe speed in the presence of threats to safety.	Adopts a speed that would prevent the driver from avoiding a collision with road users who are not complying with the law or with safe and reasonable driving.
Uses a suitable, safe and legal low-speed manoeuvre for the location.	Uses an unsuitable, unsafe or illegal manoeuvre for the location.

Movement

✓ When all conditions are met.	✗ When any of these occur.
Moves in the desired direction.	Travels in the wrong direction for more than 30 cm.
Vehicle moves smoothly and remains stable when movement is initiated and adjusted.	Passengers are required to put effort into remaining stable when movement is initiated and adjusted.
Varies speed appropriately throughout the manoeuvre.	Travels too quickly, or drives excessively slowly for any part of the manoeuvre.
Travels within the speed limit.	Exceeds the speed limit, or drives excessively slowly in normal traffic conditions.
Stops accurately.	Stops before or beyond desired stopping point.
Remains stopped as necessary.	Does not keep vehicle stationary when necessary.
Stops at a safe and legal point.	Stops in an unsafe or illegal position.
Maintains a safe following distance.	Does not maintain a safe following distance.

Path

✓ When all conditions are met.	✗ When any of these occur.
Tracks accurately in manoeuvres, curves and on straight roads.	Steers inaccurately, or follows a path that uses more or less steering input than is appropriate for the manoeuvre.
Keeps the vehicle stable during changes of direction.	Steering tends to unbalance passengers.
Travels centrally in the lane (where lanes are marked).	Travels over or near line markings unnecessarily.
Uses the most travelled section of road.	Adopts a position on the road not normally followed by other road users.
Follows a legal path.	Travels an illegal path.
Uses steering well and at the appropriate time.	Fails to use steering well and uses steering inappropriately.
Adopts a path that suits the environment.	Adopts a path that places the vehicle unnecessarily close to a series of hazards.

Responsiveness

✓ 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 his/her 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.

Look Behind

✓ When all conditions are met.	✗ When any of these occur.
Directs 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.	Fails to do a head check immediately before the vehicle starts to enter a position that a following vehicle could also enter. Does a head check more than two seconds before the vehicle alters course.
Directs eyes to the appropriate mirror at regular intervals.	Fails to direct eyes to the appropriate mirror at regular intervals.
Directs eyes to the appropriate mirror at least 5 - 10 seconds before starting to turn or diverge.	Fails to direct eyes to the appropriate mirror at least 5 - 10 seconds before turning or diverging.
Directs eyes in the appropriate directions prior to, and at intervals while reversing.	Fails to direct eyes in the appropriate directions prior to, and at intervals while reversing.

Signal

✓ When all conditions are met.	✗ When any of these occur.
When leaving a parked position the indicator is on for five seconds before moving.	Fails to use or operate the indicator for less than five seconds before moving from a parked position.
When moving, turns on the appropriate indicator sufficiently to signal intention before turning or diverging.	Fails to use or does not operate the indicator sufficiently to signal intention before turning or diverging.
Keeps the indicator on until the manoeuvre is completed.	Cancels the indicator before most of the vehicle has entered the new lane or position.
The indicator is cancelled within three flashes of the manoeuvre being completed.	The indicator is not cancelled after four flashes of the manoeuvre being completed.

Vehicle Management

✓ When all conditions are met.	✗ When any of these occur.
Makes sure the cabin and occupants are safe.	Ignores things affecting cabin safety.
Mirrors are adjusted for the best view of following traffic.	Mirrors do not provide the best view of following traffic.
Adopts and maintains an effective driving posture.	Adopts a driving posture that is not good for controlling the vehicle.
Responds appropriately to the vehicles instruments.	Does not respond to warnings or important information displayed by the vehicles instruments.
Uses switches as required.	Does not use switches as required.
Steers and uses the gears in a way that promotes control.	Uses the steering or gears in a way that reduces control of the vehicle.

Conclusion

This book will prepare you for your PDA and assist you to pass the Graduated Driver Training and Licensing System. You are now ready to continue on the path towards becoming a safe driver by completing the log book requirements.

However, even after you have completed the logbook and you obtain your provisional licence, be prepared to continue your learning. Good drivers will learn something every time they drive.

Many drivers crash or seriously injure themselves in the first few years after they obtain their provisional licence. The key to reducing your risk of crashing is to gain as much experience as you can in different conditions.

As a provisional driver you have to make the most of your driving experience because you can no longer rely on a supervisor to guide you. You can make the most of your driving experience by checking your driving, thinking about what you did and then learning from that experience.

Take every possible opportunity to drive with an experienced driver and ask for their feedback on your driving. This will reinforce the skills you started to develop while you were a learner.



REMEMBER: Get driving experience and make the most of it.

Appendix

Record of Driving Experience

This Appendix provides you with a place to keep a record of your driving experience as you learn. The record will show you how much and what kind of experience you have had.

To get a good picture of your experience the record has three parts:

- Driving Log;
- Progress Log; and
- Events Log.

Driving Log

Use the Driving Log to record the amount of time you spend driving with a supervisor. When you are about half way through the Log you will be getting towards being ready for your PDA.

Keeping a record is easy. Each time you go driving - either during a professional lesson or with any suitably qualified licensed driver - fill in the Log to show how much time you spent driving.

Progress Log

The Progress Log will give you more information on your readiness to cope with a wide range of conditions on your own. Fill it in at regular intervals.

Events Log

The Events Log will help you to identify gaps in your experience. Even if you are ready for the PDA you will see from this Log that there is still a lot to learn.



Be Honest

If you cheat when you record your experience you will only fool yourself - the assessor will be able to tell whether you have had enough experience. Keeping a record of your experience will help you to see how much useful experience will help you to see how much useful experience you have had.

Remember, you will only pass the PDA if you have had sufficient experience to drive by yourself. You are doing yourself a favour by gaining as much experience as you can before taking the PDA and driving on your own on a provisional licence.

Driving Log

Each box represents one hour of driving. Shade in a box for each hour you drive. If you drive for half an hour shade in only half a box. When you have shaded in the first row you have driven for a total of ten hours. If you drive at night, use the second set of boxes to record your driving.

Day Time Driving

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30

31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
101	102	103	104	105	106	107	108	109	110
111	112	113	114	115	116	117	118	119	120
121	122	123	124	125	126	127	128	129	130
131	132	133	134	135	136	137	138	139	140
141	142	143	144	145	146	147	148	149	150

Night Time Driving

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50

If you reach the end of this Driving Log before you go for your PDA, then get another copy of this book.

We cannot tell you how many hours it will take you to reach the PDA standard – everyone is different. A driving instructor will let you know how you are going or you can try a practise PDA with your supervisor (see page 65).

Progress Log

The Driving Log records the hours you drive. To be a safe driver - one who is not caught out by the unexpected - you need to be sure you can drive in a variety of conditions. While you are learning to drive, plan to get practise in a wide variety of conditions.

You and your supervisor should use the Progress Log to work out how you are going in a range of conditions. Discuss your progress with your supervisor at regular intervals over the learn-to-drive period and keep a record how you are going in each driving condition.

Use these symbols to rate your performance.

- ✗ = Needs much guidance and has to use lots of attention on basic driving tasks in these conditions.
- ? = Sometimes needs guidance and has to use lots of attention on basic driving tasks in these conditions.
- ✓ = Rarely needs help and performs well on basic driving tasks in these conditions.

You will not be ready to drive on your own until you can consistently obtain a '✓' in each driving condition.

Session	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Quiet Roads	X																			
	?																			
	✓																			
Very Busy Roads	X																			
	?																			
	✓																			
Dry Weather Driving	X																			
	?																			
	✓																			
Wet Weather Driving	X																			
	?																			
	✓																			
Night Driving	X																			
	?																			
	✓																			

Events Log

Even after extensive driving practise in different conditions, you can still lack experience. It can take a long time to experience many events because some things happen so rarely. Use the Events Log as another way of judging the true extent of your experience.

Fill in a checkbox each time you experience one of the following events or situations.

The Events Log can show you the gaps which remain in your experience. There are many items here, but remember they represent only some of the situations drivers will experience.

General Driving Situations

Traffic Situations

- braked firmly for yellow light
- stopped at a railway level crossing
- stopped at a one-lane bridge
- stopped for road works (stop-go person/ signals)
- stopped at school crossing
- stopped at pedestrian crossing

Courtesy

- stopped for vehicles leaving driveways
- stopped for pedestrians about to enter crossing
- stopped before an intersection to avoid blocking it
- slowed to allow another vehicle to merge
- slowed to help another vehicle change lanes
- moved over to let a tailgater past

Driving Conditions

- been hit by strong wind
- stopped driving because of heavy rain or hail
- driven on a narrow gravel road
- had to wipe the inside of windscreen
- driven into bright sun or had it in mirror

Surprises

- braked firmly when another road user fails to stop or give way
- avoided an animal on the road
- steered around something blocking your path
- met an oncoming vehicle on the wrong side of the road

Give Warnings

- used the horn
- operated the hazard lights

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Overtaking

- overtaken another vehicle
- slowed for an on-coming car that was overtaking

Switches

- used the demister
- turned on windscreen wipers while moving
- changed stations on the car radio

Night Driving

- been dazzled by on-coming traffic
- been dazzled by vehicle(s) behind
- dipped the headlights
- dipped the rear view mirror

Emergency Service Vehicles (Police, Fire, Ambulance)

- pulled over to allow an emergency service vehicle past
- been stopped for random breath testing
- been stopped by police (for any reason)

Manoeuvres

Forward Angle Park

- in quiet locations
- in busy locations (shopping centres, high rise car parks)

Parallel Park

- in quiet streets
- in busy streets

Reversing

- up driveway of house
- into driveway from street
- up laneways

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U-Turns

- in quiet streets
- in busy streets

Reverse Angle Park

- in quiet locations
- in busy locations (shopping centres, high rise car parks)

Reverse Parallel Park

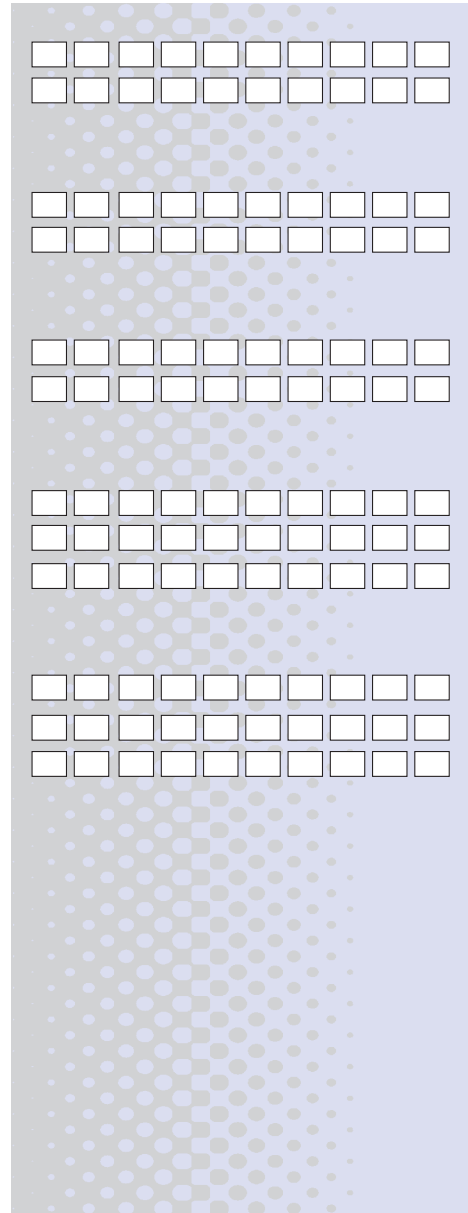
- in quiet streets
- in busy streets

Turns in Driveway

- in quiet streets
- in streets with traffic
- in narrow streets

Three Point Turns

- in quite streets
- in streets with traffic
- in narrow streets



Notes

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