



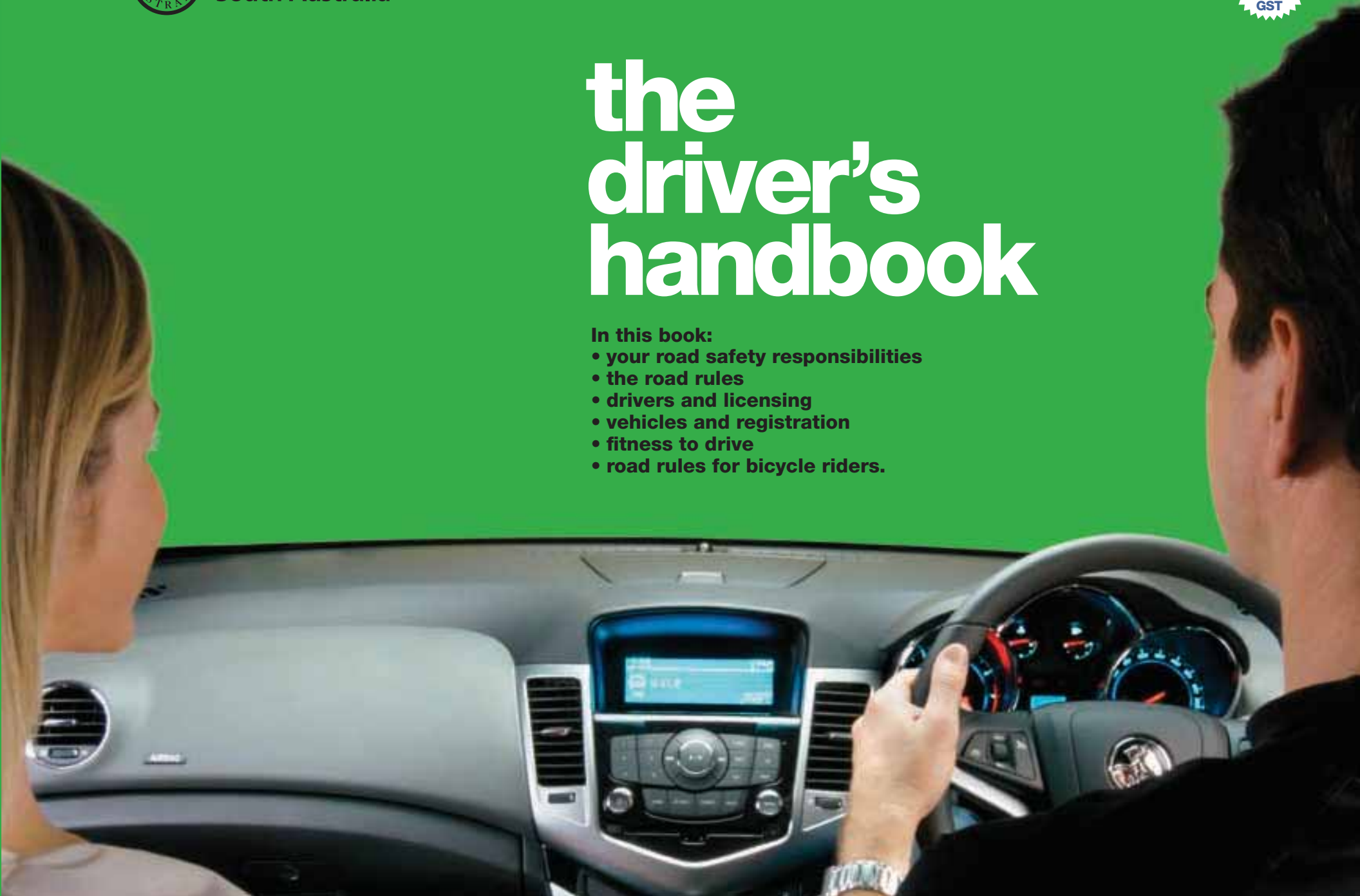
Government of
South Australia

\$10
including
GST

the driver's handbook

In this book:

- your road safety responsibilities
- the road rules
- drivers and licensing
- vehicles and registration
- fitness to drive
- road rules for bicycle riders.



The Driver's Handbook provides an overview of the road rules and the laws for driver's licences and registering a vehicle in South Australia.

The information contained within this handbook has been prepared to help you become better informed about road safety, road rules, drivers and licensing and vehicle registration.

It has been written in plain, easy to understand language and should not be taken as a precise interpretation of the law. It is not intended to be a substitute for the legislation made by Parliament.

Recent changes in laws may not be reflected.

Diagrams are for illustrative purposes and are not to scale.

If you require further information, please call 13 10 84.

Information on the relevant South Australian legislation may be obtained from **www.legislation.sa.gov.au**

Road crash statistics are based on averages from 2013-2017.

references

- The Driving Companion (for Learner Drivers)
- Australian Road Rules
- Road Traffic Act (1961) and Regulations
- Motor Vehicles Act (1959) and Regulations
- Cycling and the Law

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The *Driver's Handbook* provides an overview of the road rules and the laws for driver's licences and registering a vehicle in South Australia.

All road users have a right to use our roads including pedestrians, bicycle riders, motorcyclists, users of mobility devices, and wheeled recreation devices; drivers of cars and heavy vehicles; the young, the elderly, and people with disabilities.

This guide explains your road safety responsibilities to respect the rights of all who share our roads.

Stay alert and travel safely.

Before you drive...

- **Think about safety.** Know the risks and be prepared. The major risks on the road and how to avoid them is covered in the **Your Road Safety Responsibilities** section.
- **Know the road rules.** Road rules are explained in the **Road Rules** section.
- **Be licensed.** Ensure that your driver's licence or permit is current, appropriate for the vehicle you are driving and with you. Refer to the **Drivers and Licensing** section for details. The Drivers and Licensing section also incorporates Fitness to Drive.
- **Ensure your vehicle is roadworthy, registered and insured.** All drivers of registered vehicles in South Australia are covered by Compulsory Third Party (Bodily) Insurance and the Lifetime Support Scheme. Refer to the **Vehicles and Registration** section for details.

Registrar of Motor Vehicles, June 2019

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L I C E N C E C L A S S E S A N D M I N I M U M D R I V I N G E X P E R I E N C E

Licence Class	Motor Vehicles Authorised To Be Driven	Minimum Driving Experience
C	Any motor vehicle with a gross vehicle mass (GVM) not greater than 4.5 tonne but does not include a bus, motorcycle or motor trike. The motor vehicle may tow a single trailer, subject to the combination mass limits fixed under the <i>Road Traffic Act 1961</i>.	17 years: - if you are under the age of 25 you must have held your learner's permit for at least 12 months. - if you are aged 25 or over you must have held your learner's permit for at least 6 months.
LR	- Any motor vehicle from class C. - Any other motor vehicle with a GVM not greater than 8 tonne except a motorcycle or motor trike. The motor vehicle may tow a single trailer, subject to the combination mass limits fixed under the <i>Road Traffic Act 1961</i> or the Heavy Vehicle National Law (South Australia).	Must have held a class C for at least one year.
MR	- Any motor vehicle from class LR. - Any other motor vehicle with 2 axles except a motorcycle or motor trike. The motor vehicle may tow a single trailer (other than a semi-trailer) with a GVM not greater than 9 tonne subject to the combination mass limits fixed under the <i>Heavy Vehicle National Law (South Australia)</i>. - Any special purpose vehicle with 3 or more axles and a GVM not greater than 15 tonne.	Must have held a class C for at least one year.
HR	- Any motor vehicle from class MR. - Any other motor vehicle (including an articulated bus, but not including any other articulated motor vehicle) with 3 or more axles, except a motorcycle or motor trike. The motor vehicle may tow a single trailer (other than a semi-trailer) with a GVM not greater than 9 tonne, subject to the combination mass limits fixed under the <i>Heavy Vehicle National Law (South Australia)</i>. - Any special purpose vehicle with 3 or more axles and a GVM greater than 15 tonne	The applicant must have held - (a) a class C for at least two years; or (b) a class LR or MR for at least one year.
HC	- Any motor vehicle from class HR. - Any prime mover to which is attached a single semi-trailer (whether or not any unladen converter dolly or low loader dolly is also attached). - Any rigid motor vehicle to which is attached a single trailer with a GVM greater than 9 tonne (whether or not any unladen converter dolly or low loader dolly is also attached).	Must have held a class MR or HR for at least one year.
MC	Any motor vehicle or combination of motor vehicles except a motorcycle or motor trike.	Must have held a class HC or HR for at least one year.
R-DATE*	Any approved motorcycle or motor trike the engine capacity of up to 660ml with a power-to-weight ratio not exceeding 150kw/t.	17 years; and if no other licence is held: - if you are under the age of 25 you must have held your learner's permit for at least 12 months. - if you are aged 25 or over you must have held your learner's permit for at least 6 months.
R	Any motorcycle or motor trike.	Must have held a class R-DATE* for at least one year.

*Please note that the R-Date is not an 'expiry' date in the same way as applies to other licence classes, but is in effect an 'eligibility' date.

The holder of a driver's licence endorsed R-Date remains restricted to an approved motorcycle or motor trike with an engine capacity up to 660 millilitres with a power to weight ratio up to 150 kw/t until he or she is granted a licence endorsed R, notwithstanding the fact that the date included on the classification may have passed.

Your Road Safety Responsibilities



You are encouraged to carefully read the following road safety pages. They can help South Australian drivers of all ages to drive in the safest ways possible and set the scene for life-long safe driving behaviours and experiences.

Road Safety – Minimising the Risks

Driving a car is one of the riskiest activities that people perform on a daily basis. Each year, there are thousands of crashes in South Australia, often involving death and injury. Driving is complicated and presents many challenges every time you drive. It requires a lot of time and practice to develop the skills to become a safe driver.

Driving involves risk, and safe drivers aim to reduce and manage their risk by making good decisions and taking responsibility for their behaviour when driving.

Certain behaviours are major contributors to high risk driving and crashes. These include:

- speeding and inappropriate travel speeds for the road or weather conditions
- driving after drinking alcohol or when impaired by drugs
- not wearing seatbelts
- driver distraction and inattention, including use of mobile phones
- driver fatigue.

These behaviours are discussed in more detail on the following pages and further information can be found on the **www.myllicence.sa.gov.au** website.

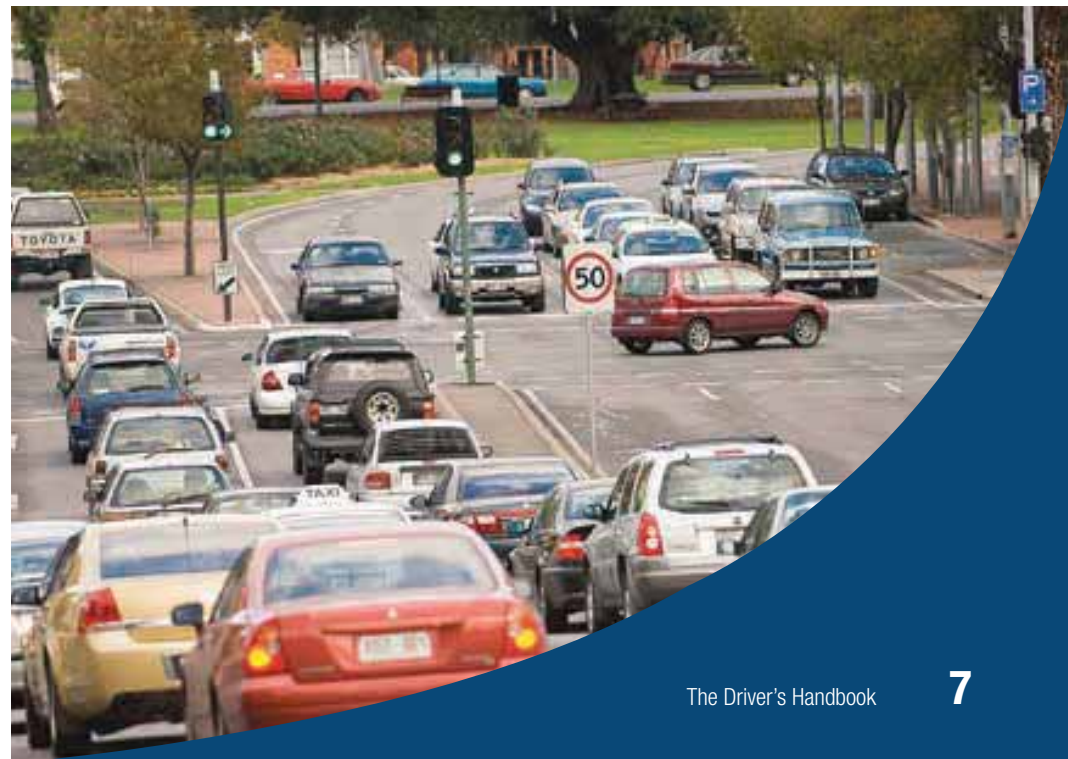
Severe penalties apply to drivers and riders who commit road traffic offences, including those involving the above behaviours. In most cases, penalties increase in line with the seriousness of the offence and whether the offence is a first, second, third or subsequent one. The penalties include fines, demerit points, licence disqualification or even imprisonment in some cases, and are designed to send a clear message to drivers and riders about the dangers such risky behaviours pose for the safety of themselves and other road users.

Motorcyclists have a much greater risk of crashing than drivers of other types of vehicles. The information contained in *The Driver's Handbook* should be read by motorcyclists.

In this Road Safety section, you will find useful information about sharing the road, as well as hazardous driving situations, including country driving risks and how to keep your vehicle safe.

You are encouraged to read the road safety pages carefully. They can help South Australian drivers and riders of all ages to drive in the safest ways possible and set the scene for lifelong safe driving behaviours and experience.

In particular, young drivers have been shown to have a higher risk of crashing than older drivers. Those learning to drive for the first time (as well as more experienced drivers) should study **the road safety and road rules** in *The Driver's Handbook* carefully **as the learner's permit theory test is based directly on this information.**





Young Drivers

Statistics show that young drivers have a far greater risk of death and serious injury than other drivers. The first few years of driving unsupervised – when you are on your provisional licence – are the riskiest of your driving life. Young drivers also have a significantly higher risk of death relative to the number of kilometres they drive, compared to other driver age groups.

On average, 11 young drivers and 4 young passengers aged 16-24 are killed in South Australia each year. In addition, around 147 drivers and passengers in this age group are admitted to hospital as a result of a road crash. Many will suffer permanent head, neck or back injuries.

What you can do as a young or new driver

Knowing the road rules is an important first step. But applying them while driving requires skills in not just vehicle control, but also in scanning the road ahead and in identifying potential hazards. Such skills are best learned through extensive supervised driving practice and an understanding of how you, as a young driver, respond to pressure and distractions.

Lack of experience, night-time driving and the presence of passengers with similar ages all contribute to younger drivers having an increased risk of being involved in a crash.

1. **Passengers**

Research shows that carrying two or three similar aged passengers under the age of 21 (who are not family members) increases the risk of a young driver crashing by four to five times compared to driving alone. This is likely to be due to distractions caused by the passengers, as well as peer group pressure on the driver to take greater or more risks. P1 provisional licence holders, under the age of 25, must not drive with more than one passenger aged 16 to 20 (not including immediate family members) unless they are accompanied by a Qualified Supervising Driver (exemptions apply).

2. **Late night driving**

Many crashes that lead to the death of young drivers occur late at night, particularly on weekend nights and when carrying more than one passenger. This is likely to be due to inexperience in night driving as well as fatigue and risk taking. Research shows that P1 licence holders are over represented in late night crashes compared to full licence holders. P1 provisional licence holders, under the age of 25, must not drive between midnight and 5AM unless they are accompanied by a Qualified Supervising Driver (exemptions apply).

3. **Inappropriate risk taking**

Young drivers, particularly males, are more likely to drive too fast for the road conditions, drink drive, drug drive or not wear seatbelts.

4. **Perception of driving hazards**

The skills to anticipate and accurately assess driving hazards develop over time. Young drivers often put themselves in potentially hazardous situations, without always realising it, for example, driving too close to the vehicle in front or running red lights rather than stopping in time.

Take charge of building your driving skills and experience:

- As a learner driver, get as much supervised driving practice as possible. Research has shown that learner drivers who have around 120 hours of supervised practice have substantial reductions in crashes.
- Learn to drive defensively – defensive driving involves learning to anticipate trouble before it happens. The competency based (log book) scheme for obtaining a driver's licence uses a defensive driving approach, as do many driving instructors. Defensive driving courses will improve all aspects of your driving.
- Ensure you know and adhere to the conditions, and other laws, that apply to your licence. They are there to protect you <<Go to Drivers and Licensing page 107>>.





Understand Different Types of Crashes and How to Avoid Them

Rear-end crashes

Crashes where a following vehicle hits the rear of the vehicle in front are called rear-end crashes and are the most common type of crash for drivers of all ages. Their main cause is that the driver behind is following too close to the vehicle in front.

You can generally reduce the risk of a vehicle colliding with the rear of your vehicle. This can be done by checking your mirror well in advance for any following vehicles and if the vehicle is close behind, you can begin to brake earlier. By keeping a safe following distance from the vehicle in front at all times, it will allow you time to brake gently when slowing or stopping.

You may even flash your brake lights a couple of times if the vehicle behind is either tailgating or approaching at a high speed, especially if you are approaching a traffic light that has been green for some time. The green traffic light could change to yellow and then red as you approach. By displaying your brake lights, the driver behind will generally place their foot over the brake, which will reduce their reaction time and the risk of a rear-end collision with your vehicle.

<< see also section on stopping distances, pages 18 to 19 and 36 >>

Single vehicle crashes

Compared to experienced drivers, young new drivers are more likely to be involved in single vehicle crashes, such as running off the road, hitting a stationary object or rolling their vehicle over. Young drivers often become over-confident in their own ability to safely control their vehicle at speed. As a driver gains experience, they learn to match the speed of their vehicle to the road conditions, which may mean reducing their speed to less than the posted speed limit. For example, when conditions are wet, when the road is unsealed or where there is no clear view of the road ahead.

Until young or new drivers gain sufficient driving experience to make those speed judgements, they should take particular care when driving at higher speeds, as control of the vehicle is a lot more difficult should something go wrong. Once a driver loses control of a vehicle travelling at high speed, it is extremely difficult to regain control (even for experienced drivers) and often results in a serious crash.

A common cause of country crashes is running off the bitumen road surface to the left, and then over-correcting by steering to the right and/or braking too hard. If the left wheels of a vehicle leave the bitumen:

- ease off the accelerator and do not brake harshly
- hold the steering wheel firmly with both hands, and
- ease the wheels back on to the bitumen surface, being careful of the raised step between the soft edge of the road and the bitumen surface, because this can cause the steering wheel to be wrenched out of your hand.

Modern cars are fitted with safety technologies such as electronic stability control (ESC), which can significantly prevent crashes involving running off the road and/or skidding. ESC helps drivers maintain control over their vehicle, particularly in emergency situations and on wet, icy or unsealed roads. It detects instability and oversteering and stabilises the vehicle by automatically applying brakes to individual wheels.

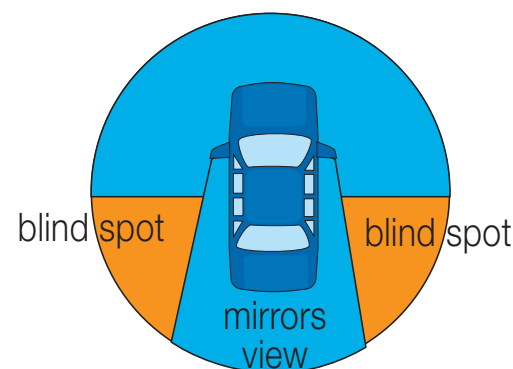
Turning at an intersection crashes

Half of all crashes occur at intersections. The main cause of these crashes, particularly for young provisional drivers, is a lack of experience and judgement in selecting safe gaps in streams of moving traffic. It is much better to wait for gaps in moving traffic that are larger, regardless of any impatient driver behind you.

A learner driver should gain plenty of practice under the supervision of an experienced licensed driver at selecting safe gaps in traffic when entering or leaving a busy road.

Crashes when changing lanes and when merging or diverging

The most common cause of young provisional licence holders being involved in vehicle crashes when changing lanes, merging or diverging is that they fail to check blind spots.



A blind spot is an area where your vision to the front, side or rear is blocked when driving, particularly areas to your side not covered by your mirrors

Drivers should check their side mirrors and also check blind spots by looking over their right or left shoulder before making a lane change, merging or diverging. However, some drivers often forget a blind spot check which can lead to a crash or a near-miss incident.

Head-on crashes

Head-on crashes on country roads can have devastating results. Young or new drivers in particular can lack experience in overtaking, and judgement at selecting safe gaps in the on-coming traffic where they can overtake. To reduce the risk of a crash, it is better to choose larger gaps in the on-coming traffic or wait until an overtaking lane becomes available, or not overtake at all.

<< see also sections on overtaking on pages 34 to 36, 38 to 39 and 54 to 56 >>

Safer Vehicles

Buying a car, whether it's your first car or not, is a big responsibility.

It is important that your car offers you good protection from injury in a crash – but it is also important that your car offers good protection to other road users, such as pedestrians, bicycle riders, motorcyclists or the drivers of other cars involved in a crash.

Choosing a safe vehicle may be one of the most important decisions you will ever make. Driving a car that has recognised safety features and a high safety rating is an essential aspect in ensuring safer travel on our roads.

Buying a safe car doesn't mean you have to spend a lot of money or sacrifice the look you want. Below is a guide to help make buying a safe car easier.

Safety Ratings

It's important to check the safety rating before you buy a car.

For new and near new vehicles ANCAP (Australasian New Car Assessment Program) undertake crash tests on cars to gauge the level of occupant safety. New car safety is rated on a star system from one to five stars. Pedestrian safety provided by the car is also rated.

For more information on ANCAP star-rated vehicles, visit **www.ancap.com.au**

For second hand vehicles the Used Car Safety Ratings (UCSR) Buyer's Guide provides safety ratings for popular vehicle models in Australia and New Zealand. The Used Car Safety Ratings list is derived from reports of actual on-road crashes and represents the ability of the car to protect its driver.

The UCSR Buyer's Guide (PDF) **www.mylicence.sa.gov.au/safe-driving-tips/safer-vehicles** provides you with the crash safety rating for used cars.

You can use safety ratings systems to compare the safety of different brands or models when buying a car. Ensure safety features are given priority when you decide to buy.

Even though a safer car will increase your safety in the case of an accident, it is your responsibility as a driver to maintain safe driving habits to prevent accidents occurring.

Buying a safe car

Safety features that may significantly reduce the risk of death or serious injury if you are involved in a crash include:

- crumple zones
- collapsible steering columns
- reinforced door frames
- front, side, curtain and knee airbags
- seat belts designed to work with airbags.

An increasing number of cars are being equipped with safety features that can help you avoid a crash and these should be considered when purchasing a used car. Some of these features are:

- Electronic Stability Control (ESC)
- Autonomous Emergency Braking (AEB)
- Lane Keep Assist (LKA)
- blind spot warning.

Safety car checklist

Use this checklist as a guide when shopping around for your car and add your own features to the list to reflect your own preferences or travel needs.



Intended use

Does the car meet your intended use

Off-road use

Long distance travel

General family motoring

Your requirements



Safety features

Young Drivers – My First Car

The My First Car Checklist (www.myllicence.sa.gov.au/safe-driving-tips/safer-vehicles) is a comprehensive list of safety features to help you evaluate the safety of the car you are potentially buying.

You should buy the highest safety rated car that you can afford.

If you are using a family car you should drive the safest car in the family.

In Case of a Crash

If you are involved in a crash you must:

Stop

Stop at the scene of the crash. Failing to stop at a crash you are involved in is an offence. Use your hazard warning lights to alert other road users to possible danger.

Assist

Assist anyone who is injured. Telephone 000 where there is danger such as fire, death and/or serious injury. Telephone 131 444 if non-emergency police assistance is required (e.g. if the road is blocked, or there is a traffic hazard etc.).

Exchange your information

Exchange your information with the other drivers (or that driver's representative) or other persons involved in the crash, including the owner of any property damaged at the scene.

The information you provide should include:

- the driver's name and address
- the name and address of the owner of the driver's vehicle
- the vehicle's registration number
- any other information necessary to identify the vehicle and any other information required by a police officer about the crash.

Clean up afterwards

Clear up any debris from the crash, such as broken glass, as soon as it is safe to do so.

If you see a crash happen or are the first to arrive at the scene of a crash, your actions on these occasions are vital – you might be able to save a life or prevent other vehicles crashing as well. You may be able to call the Emergency Services and you may be able to provide valuable help as a witness.

Report the crash to police

The driver of a vehicle involved in a crash in which a person is killed or injured must stop and render assistance. The driver must report to a police officer either at the scene or at a police station, not more than 90 minutes after the crash, for the purpose of undergoing alcohol and / or drug testing.

Crashes that don't result in death or injury must be reported to police as soon as possible and, except in exceptional circumstances, no later than 24 hours after the crash, unless the only property damaged is that belonging to the driver or where the damage is less than \$3000.

Be prepared to provide:

- your personal details (remember to take your driver's licence with you)
- your car registration
- the exact crash location
- date and time of collision
- the other party's personal details
- the other party's car registration number.

You will be given a Vehicle Collision Report (VCR) number for future reference.

What should you do if your vehicle needs to be towed away after a crash?

Tow trucks are rostered to remove vehicles from crash scenes in the greater metropolitan area of Adelaide through the Accident Towing Roster Scheme. By law, only tow trucks operating within this scheme can attend these crashes.

The tow truck driver must provide you with an Authority to Tow form. Read the entire form carefully before you sign it, and make sure you write the place where you want the vehicle taken - before you sign the form. The tow truck driver can provide you with advice but it is your right to decide where your vehicle is taken.

Blood samples

If you are injured in a crash and attend, or are admitted to hospital, a blood sample will be taken if you are 10 or older.

The blood sample will be tested for alcohol and three drugs, THC (the active component in cannabis), Methylamphetamine (also known as crystal meth, speed or ice) and MDMA (ecstasy).

Penalties will apply to drivers and riders who test positive for one or more of these drugs, or exceed the prescribed concentration of alcohol for their licence class.

If your vehicle needs to be towed after a crash within the metropolitan Adelaide area you must ring 8231 5555.

If the crash occurs outside the metropolitan area you can contact any tow truck operator available.

First Aid

Even if you are not trained in first aid, you can help by applying basic measures to clear a victim's airway and control bleeding. While you wait for an ambulance, you can follow these simple guidelines:

Clear airway by:

- supporting their head and carefully rolling the patient on to their side
- clearing any obstructions and draining any fluid from their mouth
- gently tilting their head back to open their airway.

Control bleeding by:

- uncovering the injury
- applying direct pressure over the wound (use a clean cloth or other clothing, if possible).

Giving further assistance

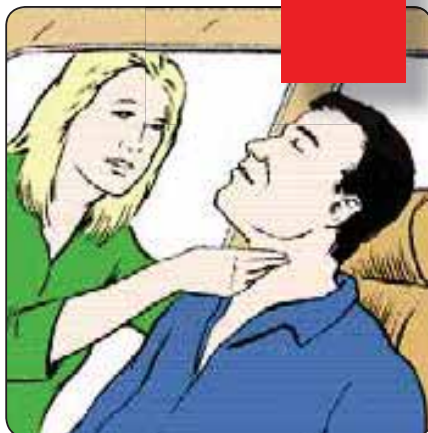
If you know how, you can also give mouth-to-mouth resuscitation, or CPR, if it is required.

Untrained people are often frightened to touch casualties – but early intervention can save lives or decrease the impact of injuries, leading to quicker recovery or lesser injuries for the victims.

These are valuable skills that can help in road crashes, and they are also useful in other accident situations. Courses in First Aid are available from a range of providers including St John Ambulance and the Australian Red Cross Society.



Check breathing



Check pulse



Tilt head



Lift jaw

Speeding and Inappropriate Travel Speeds

Within South Australia the maximum default speed limit outside a built-up area is 100km/h. The maximum default speed limit in a built-up area is 50km/h. Unless a road sign or a licence condition indicates otherwise, these are the maximum speeds at which you are allowed to drive. Driving above the speed limit is illegal, because it creates unacceptable safety risks.

Travel speed affects both the risk of a crash happening and the severity of any injuries in a crash. Even small increases in vehicle speed significantly impact on road safety risks.

Speeding can be compared to driving under the influence of alcohol. Every 5km/h increase in speed in a 60km/h zone is equal to an increase in 0.05 in BAC.

Speeding and inappropriate travel speeds are estimated to directly contribute to around a third of fatal crashes on South Australia's roads each year.

Also, speeds just 5km/h above average in urban areas and 10km/h above average in rural areas are sufficient to double the risk of a casualty crash.

Keep your speed down

For a fit and alert driver, in good driving conditions, at 60 km/h it takes about $\frac{3}{4}$ of a second or 12 metres of travel for you to



realise that you have to brake and at least another 20 metres to stop. At higher speeds, the distance will be even greater.

In good clear driving conditions, you must drive within the posted speed limit however in certain circumstances, driving at the speed limit for that road can be dangerous.

Conditions such as bad weather, heavy traffic, encountering children or pedestrians may require you to reduce speed to suit those road conditions. If you keep your speed down, you will have more time to avoid crashes and will reduce the seriousness of any injuries or damage. You may also save a life – possibly yours. You must only drive at a speed that would allow you to stop your vehicle within the distance that you can see ahead.

Keeping a safe following distance

The 'following distance' is the space between your vehicle and the vehicle immediately in front. This distance varies, depending on the speed you are travelling and the braking ability of both your vehicle and the vehicle in front.

The acceptable minimum following distance, which is considered reasonably safe, is the distance your vehicle will travel in three seconds. This distance – about eight or nine car lengths at 60 km/h – allows you time to glance at mirrors, signs, side roads and vehicles further ahead while maintaining a sufficient safety space should the vehicle ahead suddenly brake.



To estimate the following distance, use the time lapse formula, which applies for any travel speed.

Time Lapse Formula

- Allow three seconds to pass between the time when the rear of the vehicle ahead passes some stationary object, for example a signpost, and when the front of your vehicle reaches that point. To estimate that time, as the rear of the vehicle ahead passes the selected point, count... 1001, 1002, 1003 and your vehicle should not have reached that point before that time.
- Often you may need more than three seconds. This includes:
 - when the road is wet or slippery
 - when visibility is poor
 - if conditions are dark
 - when you have a heavy load
 - when the road is unsealed.

Did you know? Approximately a third of all crashes are rear-end ones (Don't tailgate!)

Total Stopping Distance

The distance a vehicle travels from the time you see an event occurring to the time the vehicle is brought to a stop is called the total stopping distance.

Total Stopping Distance = Reaction Distance + Braking Distance

Reaction distance (or thinking distance) is the distance travelled by a vehicle while the driver realises the need to brake and actually starts to physically apply the brake. For a fit and alert driver, it would average about $\frac{3}{4}$ of a second or 12 metres at 60 km/h.

If you double the speed, you double the reaction distance.

Note that you can reduce your reaction distance by scanning the road ahead to anticipate potential problems. If you notice a driver in front of you driving erratically or waywardly, moving your foot to 'cover' the brake pedal will reduce your reaction time if sudden braking is required.

Braking distance is the distance travelled by the vehicle once the brakes have been applied.

- The braking distance increases if the road is wet, slippery, uneven or unsealed.
- The braking distance increases when going downhill because of the effect of gravity.
- The braking distance for heavy vehicles, including buses, is much greater. Take extra care when changing lanes to move in front of them.
- The braking distance increases at a greater rate than the increase in the speed you are travelling – if your speed doubles, your braking distance will increase by four times (2×2); if your speed trebles, your braking distance will increase by nine times (or 3×3). For example, if your vehicle travels 20 metres in braking to a stop from 50 km/h, at 100 km/h it will take approximately 80 metres to come to a stop on the same road surface (i.e. 4×20 metres).

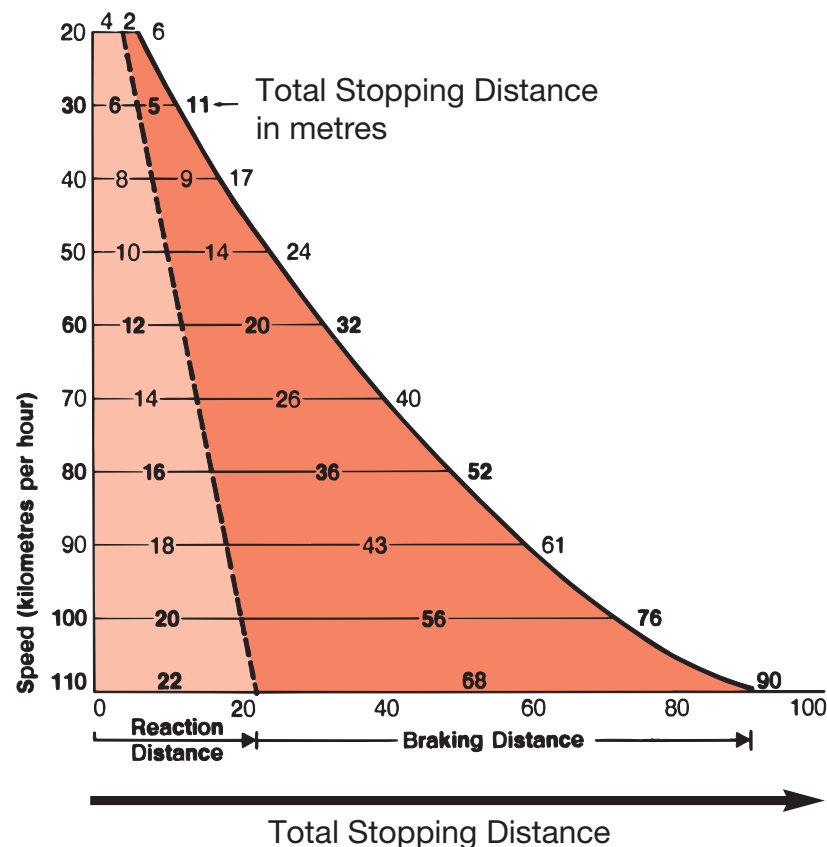
Approaching a corner or bend too fast may cause you to lose control of your vehicle. You should brake to a safe speed before entering the corner or bend because the vehicle will remain more stable and controllable if braking is done in a straight line.

Allow more room for heavy vehicles to stop

Heavy vehicles need a long distance to stop. So if the traffic lights turn red and a truck or bus is approaching don't pull into their lane because this reduces their stopping distance. Likewise, in flowing traffic a heavy vehicle may be trying to keep a safe distance from the vehicle in front, and if you cut in front of the heavy vehicle it may not have enough room to stop safely.

Stopping distances

ASSUMES: 1. Alert driver ($\frac{3}{4}$ second reaction time)
2. Braking efficiency of 75%
3. Good, dry, sealed, level surface



<< see also "Stopping distances for trucks" on page 36 >>

Alcohol, Drugs, Medicines and Driving

Alcohol, drugs and certain medicines reduce your ability to drive safely and increase your risk of being involved in a crash. Not only do these substances impair driving ability, but the effects of mixing them can be even more severe.

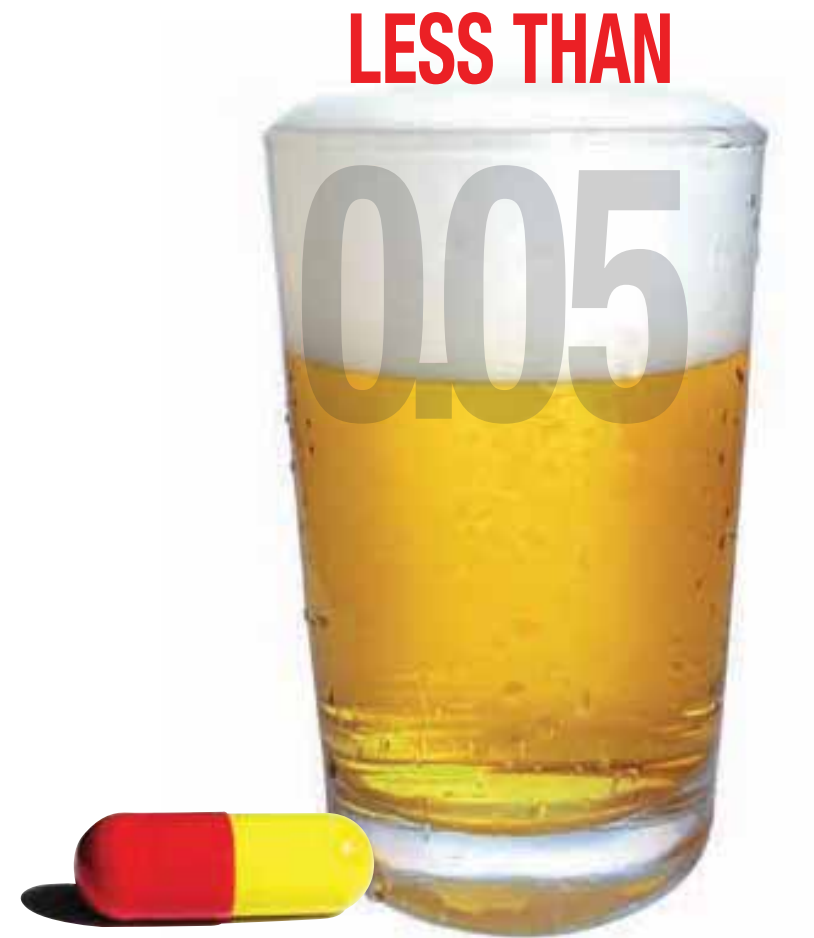
As a driver, you need to be alert and able to concentrate on what you are doing so that you can react to whatever is happening around you on the road.

It is illegal to drive while under the influence of alcohol or drugs, including some over-the-counter and prescription medicines if they impair your driving ability.

If you are a learner, provisional or probationary licence holder you must stick to a **zero** Blood Alcohol Concentration (BAC) – this means no alcohol at all. A zero BAC also applies to drivers of buses, taxis, heavy vehicles and vehicles carrying dangerous goods.

Unconditional (full) licence holders, including qualified supervising drivers accompanying a learner driver, must not drive with a BAC of 0.05 or more.

The presence of cannabis, speed or ecstasy detected in a driver also constitutes an offence – these drugs may be detected through random roadside saliva tests.



Severe penalties apply to drivers who commit drink or drug driving offences – regardless of whether you are a learner driver or an unconditional licence holder. Penalties may include heavy fines (up to \$2,900), licence disqualification, demerit points, and even imprisonment in some cases. Upon returning from a period of disqualification, drivers may be subject to a conditional licence. For serious drink driving offences, drivers face immediate loss of licence at the roadside and will be required to fit an alcohol interlock device for the same period as their licence disqualification before they can regain their full licence.



An alcohol interlock device is to be fitted to a motor vehicle to monitor a driver's BAC preventing the vehicle from being started or operated if the driver's BAC exceeds a pre-set limit.

These penalties are designed to send a clear message to drivers and riders about the dangers of drinking alcohol or taking drugs and operating a motor vehicle.

Alcohol

Drink Driving is one of the main causes of road deaths in South Australia. Each year, approximately a quarter of drivers and riders killed in road crashes have a BAC of 0.05 or more – the majority are three to four times over the legal limit.

Drinking alcohol affects driving skills and increases the likelihood that the driver will engage in greater risk-taking. You don't have to be drunk to be affected by alcohol. You might feel normal, but no one drives as well after drinking alcohol.

Studies have also shown that a driver's risk of being involved in a casualty crash doubles for every increase of 0.05 above zero BAC. For inexperienced drivers, the risk at any BAC level will be even higher.

What is Blood Alcohol Concentration (BAC)?

BAC is a measure of the amount of alcohol in your blood. It is measured by the number of grams of alcohol in 100 millilitres of blood. For example, a BAC of 0.05 means 0.05 grams of alcohol in every 100 millilitres of blood.

The effects of alcohol:

- slows brain functions so that you can't respond to situations, make decisions or react quickly
- reduces your ability to judge how fast you are moving or your distance from other cars, people or objects
- gives you false confidence – you may take greater risks because you think your driving is better than it really is
- makes it harder to do more than one thing – while you concentrate on steering, you could miss seeing traffic lights, cars entering from side streets, pedestrians or bicycle riders
- affects your sense of balance – very important if you ride a motorcycle or bicycle
- makes you sleepy.

Factors affecting BAC

Research shows that the way alcohol is broken down and expelled by the body is different for each person. The way your body breaks down alcohol is affected by the amount of alcohol you drink. Some ways this may affect you are:

- Body size – for the same amount of alcohol, a smaller person will have a higher BAC than a larger person, but this does not mean that a larger person should drink more.

- Gender – a woman will almost always have a higher BAC than a man of similar size who drinks the same amount; but this does not mean that men should drink more than women.
- Food consumption – food slows down the absorption of alcohol so, if you have not had a substantial meal before drinking, you will reach a higher BAC more quickly.
- Rate of drinking and types of drinks consumed – the quicker you drink and the greater the alcoholic content of the drink, the sooner you will reach a higher BAC.
- General health – if you are in poor health, your liver may be less effective in dealing with the alcohol you drink.

What is Random Breath Testing (RBT)?

Mobile random breath testing allows police to require a driver of a motor vehicle to submit to a random breath test at anytime, including when they are involved in a crash, commit a traffic offence or appear to be driving under the influence of drugs or alcohol. Police can also breath test a learner driver's supervising driver.

A driver will be asked to blow into a small device. It will immediately give an indication of the alcohol in the blood – if any. If a driver hasn't been drinking there is no problem. If it is a positive result, a driver will be asked to do a second test on another breath testing instrument. This reading will be used as evidence if over the legal limit.

All police are able to perform RBT operations anywhere, anytime, across the State with the aim of reducing and preventing road crashes and making our roads safer. It is an offence to refuse, or fail to comply with, a direction of a police officer in relation to an alcotest or breath analysis.

The safest Blood Alcohol Concentration for driving is zero no matter what licence class you hold.



Your Blood Alcohol Concentration can only be measured accurately by either a Police breathalyser or a medically administered blood test.

Driving under the influence

A person who drives, or attempts to drive a vehicle, including a bicycle and animal, while under the influence of an intoxicating liquor or drug (either prescription or illicit) and is not capable of effectively controlling the vehicle is guilty of an offence.

Driving under the influence, more commonly referred to as DUI, is not the same as driving with the prescribed concentration of alcohol. Even if your BAC is less than 0.05, you may still be charged with DUI if your driving ability is impaired because of the effects of alcohol or other drugs.

Only time reduces your BAC level

If you have been drinking, you have to allow time for the alcohol in your bloodstream to reduce before you drive. Cold showers, exercise, black coffee, fresh air or a big meal DO NOT help to reduce your BAC.

If you have had a night of heavy drinking, you may be over the BAC limit for much of the next day – the more you drink, the more time you must allow before driving.

Do NOT drive if there is any doubt about your BAC.

Do NOT combine alcohol with drugs or other medicines.

Do NOT drink alcohol when you are taking other drugs. Even small amounts of alcohol in combination with drugs or medications can reduce your ability to drive. This applies to medicines prescribed by your doctor, or bought in a supermarket or pharmacy.

It is an offence to refuse, or fail to comply with, a direction of a police officer in relation to an alcotest or breath analysis or a request for a drug screening test, oral fluid analysis or blood test.



Drugs and Driving

Drug driving is one of a number of contributors to road deaths in South Australia. Nearly one quarter of drivers or riders killed on South Australian roads test positive to THC (the active component in cannabis – also known as marijuana, dope, hash), Methylamphetamine (also known as speed, ice or crystal meth), MDMA (also known as ecstasy), or a combination of these.

Many drivers remain unaware of the effects that these types of drugs can have on their driving ability – including impaired coordination, muscle weakness, impaired reaction time, poor vision, an inability to judge distance and speed and distortions of time, place and space. They can also increase a person's confidence so they are more likely to take dangerous risks while driving, placing themselves, the safety of their passengers and other road users at even greater risk.

Laboratory testing, driving simulators and on-road testing have shown that these drugs can impair performance on driving-related tasks and have the potential to increase the risk of road crashes.

South Australia Police conduct random roadside saliva tests to detect the presence of THC, Methylamphetamine or MDMA. Unlike drink driving, where a prescribed concentration of alcohol must be present for an offence to have been committed, the presence of any amount of the drugs tested is an offence.

If a driver refuses or fails to comply with directions of a police officer in relation to a drug screening test, oral fluid analysis or blood test, they may face immediate loss of licence at the roadside. If convicted their licence will be disqualified for at least 12 months.

Don't mix driving with alcohol or drugs (including medicines). To avoid the risks, plan ahead:

- designate a non-drinking driver, if you are with others
- catch a taxi home
- use public transport
- stay the night
- arrange for someone to pick you up – only accept a lift if you are certain the driver has not been drinking or using other drugs.



What is saliva testing?

This is a non-invasive method for detecting the presence of THC (the active component in cannabis), Methylamphetamine (also known as crystal meth, speed or ice) and MDMA (ecstasy).

Drivers are required to provide a saliva sample by placing a saliva test strip on their tongue. Drivers who test positive are required to provide a saliva sample for analysis in the drug bus or at a police station. A positive result to the second saliva sample will lead to further analysis in a laboratory.

Medicines

Many prescription and some over-the-counter medicines can impair your driving ability and increase crash risk by affecting your concentration, mood, coordination and reaction time as a driver.

Some medicines that may affect driving include: sleeping tablets, muscle relaxants, sedatives, antihistamines (such as hay fever or cold and flu medicines) and some strong painkillers.

Not everyone will experience the effects of a drug in the same way.

When you start using a new medicine that may affect your driving, it is best not to drive until you understand and have experienced what effect it actually has on you.

Always check the listed side-effects and follow instructions regarding use. Never take someone else's prescription medication. If you are unsure about the side effects of your medication or any impact it may have on your driving ability, please consult your doctor or pharmacist.

Stop driving and contact your doctor or pharmacist if your medicine affects your reflexes, affects your ability to concentrate, makes you sleepy or drowsy, or gives you blurred or double vision.

For further information and/or assistance related to alcohol and other drugs, contact the Alcohol and Drug Information Service on 1300 13 1340 or visit www.sahealth.sa.gov.au for more information.



A close-up photograph of a red seatbelt buckle, showing the latch and the strap. The buckle is set against a dark, textured background, likely the interior of a car.

Seatbelts

Wearing a seatbelt doubles your chances of surviving a serious crash yet despite the benefits shown by road safety research, time and time again too few people buckle up their seatbelt.

25% of all drivers and passengers killed and 6% of vehicle occupants seriously injured are not wearing a seatbelt at the time of the crash. Many of these deaths and injuries could have been prevented, or been less severe, if the people were wearing a seatbelt. Some of these passengers were children.

The severity of injury received in crashes, especially injuries to the face and head, is significantly lower if occupants wear their seatbelts.

A restraint or seatbelt will not work at all if it hasn't been correctly fastened. Buckle up – and you double your chance of surviving a crash.

Wearing a seatbelt can be a life or death decision – both for you and your passengers. Seatbelts must be worn even if you are only travelling a short distance because most road crashes happen close to home. For someone not wearing a seatbelt, a crash at 40km/h is like falling from a two storey building onto concrete. Passengers not wearing seatbelts can kill or seriously injure others in the car if, for example, the driver has to brake suddenly.

By law, drivers must ensure that they and any other passenger in the vehicle are wearing their seatbelt, regardless of their age. However, passengers are still accountable, as both drivers and passengers aged 16 years and over can be fined if they fail to wear a seatbelt. Demerit points also apply.

While airbags help reduce injury, they are no substitute for wearing seatbelts. The airbag increases the benefit of a seatbelt. Australian tests have shown that an airbag reduces the chance of a serious head injury by at least 50%.

Important information about child restraints:

Research also suggests that children are being moved into bigger seats – or are prematurely graduating to seatbelts alone – when this is not appropriate for their size. As a result, those children are exposed to a greater risk of injury. <<see pages 42 and 43>>

A child that is properly secured in an approved child restraint is less likely to be injured or killed in a car crash than one who is not. Children are at greater risk of serious injury when travelling in the front seat. The National Child Restraint Guidelines recommends children 12 years of age and under are safest in the rear seat, regardless of the type of restraint they are using.

For further information about child restraints visit:

www.myllicence.sa.gov.au/road-rules/seatbelts-and-child-restraints

Tips for using seatbelts or child restraints effectively:

- Seatbelts and restraints will only work with maximum effectiveness if they are appropriate for the age and size of the passenger. They should also:
 - fit snugly
 - be in good condition, not frayed, stretched or worn
 - be strong and fastened comfortably – not too tight or loose
 - be easy to use
 - lie flat – not twisted
 - have a buckle that works.
- Teach child passengers about the importance of restraints and seatbelts – and don't start the car until they are all correctly restrained.
- Always use seatbelts and child restraints that are Australian Standards approved and correctly installed.



Driver Distraction and Inattention

Inattention or distraction are reported to be a contributing factor in around a third of fatal crashes and nearly one half of serious crashes per year in South Australia.

Driving is a complex task requiring coordination of a wide range of skills. To anticipate and avoid hazards on the road, drivers must give their full attention at all times. Any lapse in concentration (inattention), or distraction away from driving, increases the risk of a crash.

Too often, drivers engage in activities that distract them from the driving task. These include using mobile phones, eating, drinking, smoking, conversing with passengers, using audio equipment, and responding to distractions caused by children or other passengers. There are also distractions outside the vehicle, such as roadside advertising that can take the drivers' attention away from the road.

Research has also found that carrying passengers poses a greater distraction for young drivers and, coupled with peer pressure, can increase the risk of a crash.

Distraction is an issue in both country and metropolitan areas, for all age ranges and for both males and females. Research shows that distractions can cause:

- drivers straddling or overlapping lanes on a multi-lane road, or veering across the road
- drivers driving inconsistently, speeding up or slowing down without apparent reason
- difficulty in maintaining appropriate following distances from vehicles in front (tailgating)
- lower awareness of safe gaps in traffic
- slower reaction times and hence heightened crash risk
- impairment of the driver's judgement.

An increasing number of in-vehicle information, communication and entertainment systems including DVD players are being used in cars, which can contribute to a driver being distracted.

Avoid the temptation of doing other tasks and getting distracted while you are driving. Taking your eyes off the road or diverting your attention even for just a few seconds can be fatal.

Mobile Phone Use While Driving

Driving while using a mobile phone can cause both physical and cognitive (thought) distraction, leading to impaired driving performance. Using a mobile phone while driving can significantly impair a driver's:

- reaction time
- visual search patterns or scanning the road ahead
- ability to maintain speed and position on the road
- ability to judge safe gaps in traffic
- general awareness of other road users.

Research has shown that using a mobile phone while driving increases crash risk by at least four times. Typically, run-off-the-road crashes and rear-end crashes are most commonly associated with mobile phone usage.

Using a mobile phone brings even greater risk to novice drivers as they can experience difficulty in balancing the many demands on their driving - from perceptual (visual), mental and physical tasks. Research has found novice drivers who use a mobile phone spend less time looking at the road ahead. They are also more likely to wander over the road (across traffic lanes) and take longer to notice driving hazards.

Learner's permit and provisional (P1) licence holders are prohibited from using any type of mobile phone function whilst driving, including hands-free, Bluetooth, loud speaker operation, GPS and text messaging.

All drivers have a responsibility to be aware of the rules surrounding mobile phone use while driving and should refer to pages 102 and 103 for further information.

Safe driving tips if you need to use a mobile phone

- Pull over safely and park to make or receive a mobile phone call.
- Plan breaks in your trip for phone calls.
- Tell your family, friends and others not to call when you know you'll be driving.



Driver Fatigue

It is estimated that fatigue is a factor in up to 27% of fatal crashes and 15% of serious injury crashes.

Fatigue is more likely to be a factor in crashes in rural areas as they can involve long trips and extensive periods of continuous driving, however anyone can be affected by fatigue, even when driving in the city or suburbs.

Driver fatigue is particularly dangerous because one of the symptoms is decreased ability to judge your level of tiredness. Research has shown that not sleeping for more than 17 hours has an effect on driving ability the same as a Blood Alcohol Concentration (BAC) of 0.05. Not sleeping for 24 hours has the same effect as having a BAC of 0.10, double the legal limit.

What causes fatigue?

The main causes are:

- lack of quality sleep
- time of day – driving when you would normally be sleeping (eg 1am-6am) or in the afternoon period (eg 1pm-5pm) when our biological time clock makes us feel tired
- length of time performing the task
- sleeping disorders such as sleep apnoea.

If you don't get enough sleep you will go into sleep debt and will 'owe' yourself more sleep. The only way to repay this debt is by sleeping. Until you catch up on your sleep, before driving, you will have a greater risk of having a fatigue-related crash.



Fatigue

Fatigue can cause a driver to drift across to the incorrect side of the road and collide head on with another vehicle. It is important you are aware of the signs of fatigue.

Listening to the radio, drinking coffee and opening the windows or vents for fresh air are not sufficient to prevent fatigue over long trips. If you are tired, the best thing you can do is to pull well off the road and sleep. There is no substitute for sleep if you are tired.

How do I avoid fatigue?

- Get enough quality sleep before you begin driving. Be sure to have seven to eight hours of uninterrupted sleep before your trip.
- The worst time to begin your trip is after work – you will be tired already, even if you do not realise it.
- Aim not to travel more than eight to ten hours each day.
- Take regular 15 minute breaks at least every two hours. Get out of the car, get some fresh air and some exercise.
- If possible share the driving. Get your passengers to tell you if you look tired or if you are showing signs of tiredness.
- Eat well balanced meals at your usual meal times. Avoid fatty foods, which can make you feel drowsy.
- Avoid alcohol and medicines that can cause drowsiness.
- Avoid driving at night. The chances of crashing are much higher late night and early morning.

Share the Road

The vehicles on our roads come in all shapes and sizes and include cars, bicycles, pedestrians, horses, mobility scooters, vans, trucks and buses. From the largest to the smallest, each has a right to be there. This size difference means we need to pay special attention to each other and make travel safer by sharing the road.

Pedestrians

One in every seven road deaths in South Australia is a pedestrian. In addition to fatalities there are on average 68 pedestrians seriously injured and many more who receive minor injuries each year.

Drivers can help make roads safer for pedestrians by scanning for pedestrians at crossings and intersections, and being aware of the potential presence of pedestrians affected by alcohol around entertainment venues and during festive seasons. Drivers should slow down where there is a high amount of pedestrian activity and remember that older pedestrians and those with disabilities may need extra time to cross a road.

Drivers must give way to pedestrians and bicycle riders on the footpath when entering or leaving a driveway or other road related area. If a driver is turning left or right, the driver must give way to any pedestrian at or near the intersection on the road, or part of the road the driver is entering. Under the law, mobility scooter users travelling under 10 km/h are pedestrians.



Bicycle riders

To share the road safely with bicycle riders, drivers should:

- scan the road ahead for bicycle riders
- when turning or entering an intersection look for bicycle riders and give way as you would for any other vehicle
- the law requires all drivers to only overtake when it is safe to do so. This includes overtaking people on bicycles – its best to slow down until it is safe to overtake
- give bicycle riders plenty of room; you must allow a minimum of 1 metre clearance, 1.5 metres if travelling over 60 km/h
- before opening a car door, look behind and over your right shoulder for bicycle riders and other road users
- watch out for all bicycle riders on the footpath
- adjust your speed to suit the presence of pedestrians or bicycle riders; bicycles are sometimes hard to see at night and in bad weather. Watch carefully for them
- not drive, stop or park in a bicycle lane (you can cross a bicycle lane to turn left, enter private property or park in a parking lane providing you indicate and give way to any bicycle riders)
- remember that bicycle riders can legally ride two abreast, so be patient as you approach and overtake only when safe.

- before opening a car door, look behind and over your right shoulder for bicycle riders.
 - get into the habit of always using your mirrors and doing a head check before opening your car door. One way to do this is to open the car door with your left hand. Originating in the Netherlands, the Dutch Reach method of opening a car door with the hand furthest from the door handle means that drivers are forced to turn their body towards the door, allowing them the opportunity to look over their shoulder to see whether a bicycle rider is coming past. Passengers on the left hand side of the vehicle should use their right hand to open the door.



Before opening a car door, look behind and over your shoulder for bicycle riders

1. Open the door with the hand furthest from the door handle – this is known as the Dutch Reach
2. Look over your shoulder to see whether a bicycle rider is coming

Many bicycle riders are badly hurt when drivers open car doors without looking properly, so take care when opening your car door and look out for bicycle riders.

Bicycle rider passing or overtaking vehicles on the left

Whether you are riding in a marked bicycle lane or sharing a lane with a vehicle, the rider of a bicycle must not ride past, or overtake, to the left of a vehicle that is turning left and is giving a left change of direction signal.

A driver turning left through a break in a dividing strip must give way to any bicycle rider travelling in the bicycle lane. A dividing strip is a painted area or a raised structure, located between intersections, separating the bicycle lane from a marked lane. Drivers must not overtake a bicycle rider and then turn left in front of the bicycle rider's path without due care and consideration to the movement and safety of the bicycle rider.

Picture by Dave Cronin.



Horse riders

Under the Australian Road Rules, a horse is considered a vehicle and therefore is permitted to be ridden on the road. If you see a horse and rider on or near a road you should:

- treat the horse as a potential hazard
- slow down and, when safe, pass with care
- stop your vehicle on the left side of the road and turn off the engine if the horse is unsettled or the rider signals this to you
- not accelerate or rev your engine near a horse
- not sound your horn or make unnecessary noise
- not throw objects or shout at a horse or rider.



This road sign indicates that horses may be present, so drive with caution.



Motorcycle riders

Motorcycle riders, including scooter riders, are over-represented in road trauma. They are nearly 30 times more likely to be killed or seriously injured than other vehicle drivers for the same distance travelled. In South Australia motorcycles make up 4% of registered vehicles and account for around 13% of fatalities.

Because motorcycle riders are less protected than car drivers, they have a greater chance of being killed or injured in a crash. The law requires all motorcycle riders to wear helmets and they should also wear protective clothing, particularly with bright colours to make them more easily seen. Riding with headlights switched on can also improve motorcycle riders' safety. Riders who use daytime running lights increase the chances of other road users seeing the motorcycles approaching.

Drivers can help make roads safer for motorcycle riders, in much the same way as they do for bicycle riders, by always checking what is in front of their vehicle, behind it and to each side. Always leave plenty of room if overtaking a motorcycle rider.

<< further information relevant to motorcyclists can be found on pages 88 to 89 and 122 to 123 >>

Trucks

Heavy vehicles are large, not very manoeuvrable and often slow around the city. Therefore, it is important to obey traffic laws, be cautious and patient when near them.

On country roads people often become impatient when behind trucks but you should not take unnecessary risks when overtaking. Always assess the risks.

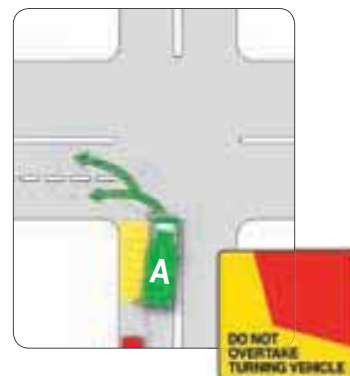
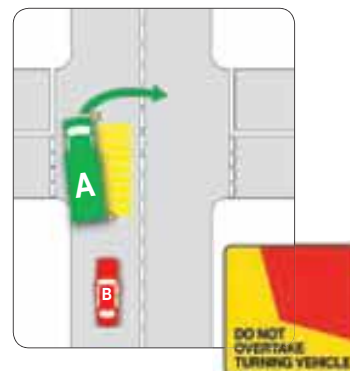
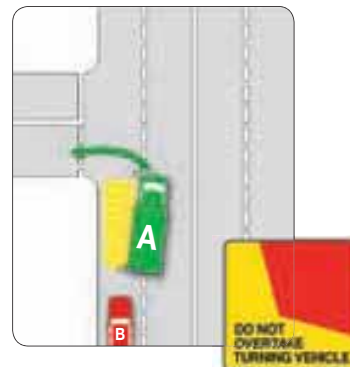
Turning truck

Some trucks need extra space at corners, intersections and roundabouts. If they are over 7.5 metres long they have 'DO NOT OVERTAKE TURNING VEHICLE' signs, and may need multiple lanes to make their turn. So keep a safe distance away and give them room to move.

<< see also pages 54 to 56 on overtaking >>



Do not drive past or overtake trucks displaying these signs if they are indicating to turn either left or right, unless it is safe to do so.



The **DO NOT OVERTAKE TURNING VEHICLE SIGN** fitted to the rear of trucks and trailers allows the truck to legally turn from the second or third lane from the kerb if needed to safely get around the corner.

Always be careful when passing a turning truck that has these signs. Watch for truck indicators. If you are on the truck's left – which is one of the driver's blind spots – it may need to turn left across your path, without the driver being aware that you are there.

In the example shown left, when the truck pulls into the right lane but has its left indicators on, do not pull up the inside left lane, as the truck will turn across your path. At smaller roundabouts a truck may require both lanes to get through the roundabout. Leave space for the truck.

Blind spots

A blind spot is where you as a driver lose sight of the vehicles around you. You know where your blind spots are when travelling on the road. Know where a truck driver's blind spots are:

- beside the truck's left door
- directly behind the truck for quite a distance – if you cannot see the truck driver in the truck's mirror, then the truck driver cannot see you
- immediately in front of the truck.

Get clear of a truck driver's blind spots as soon as you can. Move to a position well in front of or well behind (several car lengths) the truck, where the driver can see you.

Stopping distances

Trucks are bigger and heavier than cars so they take longer to stop safely. The table below shows stopping distances for trucks:

Vehicle Speed (km/h)	Stopping Distance dry road (metres)	Stopping Distance wet roads (metres)
60	80.6	90.3
80	130	170.3
100	185	277.5

Source: Acceleration and deceleration testing of combination vehicles Report Number RUS-04-1075-01-05 (13 August 2004). WA Dept of Main Roads.

So don't cut in front of a truck as it is slowing down to stop (for example at traffic lights) because you may not leave enough room for it to pull up. When driving on wet roads drivers should remember that a truck will take much longer to stop.

Roundabouts

Roundabouts can cause problems with car drivers not allowing for the need of the truck to possibly use the entire roadway. The 'DO NOT OVERTAKE TURNING VEHICLE' sign applies, so you should stay behind the truck as it may need to use all lanes when turning.

Trucks with an oversize load

If a car or 4WD vehicle approaches you carrying the 'OVERSIZE LOAD AHEAD' sign be prepared to move over, slow down or stop to allow a truck loaded with a combination of a very long, high, wide or heavy load following close behind. The pilot vehicle escorting this over-size truck may even flag you down and warn you to pull off the road as the truck requires the whole road width.



A dark-colored car is shown from the side, driving on a wet road. Water is being splashed up from the front wheel, creating a large, white, misty cloud. The car's side mirror and door are visible. The background is blurred, suggesting motion.

Hazardous Driving Situations

Remember that hazardous driving situations can happen at any time. Always be aware of what is in front of you, behind you and beside you, so that you are ready for unexpected hazardous situations and have the time to take necessary actions. Use your rear-view mirror and your side mirrors at frequent intervals, especially before signalling, braking and turning, to check what other road users are doing. Drivers can only use front and rear fog lights in hazardous weather conditions. They must not be used at other times. Always ensure that you and your passengers are wearing properly fastened and adjusted seatbelts.

<< see seatbelts pages 26 to 27 and 42 to 43 >>

Broken windscreen

Most modern vehicles are fitted with laminated glass, so a windscreen will only 'crack' under impact however, if the glass shatters and you can't see, slow down and use another way to see ahead, such as opening the side window and looking out, gently put your foot on the brake to warn following traffic that you are about to stop. Come to a stop slowly and carefully. Stop off the road or as close to the left side of the road as you can with safety.

Gravel and other loose surfaces

Driving on gravel roads or other roads with loose or shifting surfaces requires much care and attention. Driving on these roads is more hazardous than driving on bitumen roads. As control of the vehicle and braking are more difficult, drivers should slow down to maintain safe control.

When driving on a gravel road, which has half of the tyre grip or friction of a bitumen road, a driver will need double the distance when braking to a stop as compared to the braking distance normally required on bitumen.

Similarly, when driving around a bend on a gravel or unsealed road, loss of control of the vehicle (skidding) will occur at a much lower speed, compared to the control you would have when driving around a similar bend on a bitumen road.

Tyre blowout (puncture)

If a front tyre blows out, the vehicle will pull towards the side with the blown tyre. If it is the rear tyre, the rear of the vehicle will also tend to sway from side to side. Do NOT brake suddenly. Try not to over-react with the steering. Ease off the accelerator, keep a firm grip on the steering wheel and brake GENTLY to stop, keeping the car's steering straight ahead.

Overtaking other vehicles

Before attempting to overtake on a country road, ask yourself whether it is really necessary as you may not be saving much in travel time. Always check your mirrors and over your right shoulder for vehicles behind you, before signalling and then overtaking, but hold back if you cannot clearly see if there is enough space ahead. Marked overtaking lanes on country highways provide safe ways to overtake. When using these lanes, you must always drive in the left lane unless you are overtaking.

When overtaking, turn your headlights on so other drivers can see your vehicle. In fact, if your vehicle is not fitted with daytime running lights (which turn on automatically) turning your headlights on when driving on country roads can increase your safety.

<< see also pages 34 to 35 and the road rules section pages 54 to 55 >>



Slow moving vehicles and heavy vehicles

Sometimes on country roads, you may encounter slow-moving vehicles such as tractors and other agricultural machinery or bicycles. Take extra care when approaching them as you will have less time to decide whether to safely overtake them than with other faster moving vehicles. Safe drivers travel at a speed that enables them to slow or stop their vehicle to avoid a collision in situations where sight distance is limited such as around curves and over crests. Bicycle riders are extremely vulnerable road users on high speed roads and wind created by your vehicle when overtaking can have a significant effect on the stability of a bicycle. When overtaking a bicycle rider, allow at least 1 metre clearance, 1.5 metres if travelling over 60 km/h. If possible, on multi-laned roads, move entirely into adjacent travel lanes to overtake. << see pages 32 to 33 >>

You also often meet heavy vehicles on country roads and highways. While long-distance vehicles typically use the main interstate routes, livestock transporters, milk tankers and grain trucks will often be encountered on other roads. Many heavy vehicles travel at night, which makes it more difficult to judge their speed and how close they are.

If you intend to overtake a long vehicle, stay well back from the rear of the vehicle while waiting for a safe, clear overtaking opportunity. This will allow you to see further along the road past the heavy vehicle without having to move too far to the right. It will also reduce the risk of having your windscreen broken from any stones flicked up by the tyres of the truck. Watch out for trailers or caravans that may sway from side to side. By holding back, you will also allow vehicles approaching from the opposite direction to see you earlier.



Water on the road

After heavy rain or a burst water pipe, if a large puddle of water appears across part of the road and you need to drive through the water, slow down before driving through the water to avoid losing control of your vehicle. If you drive too quickly through a puddle you risk the car aquaplaning or sliding and becoming uncontrollable. If water over the road could be too deep for your vehicle, stop and check the depth before driving any further.

After driving through water, always check your brakes to be sure they are working effectively. If water has reached the brake linings, the brakes will not be as effective. An easy way to dry them out is to drive for a short distance with your foot pressed gently on the brake.

Animals on the road

When driving in country areas, it is not uncommon to encounter livestock (e.g. cows or sheep), which may have wandered onto the road, or may be being moved across or down a road.

Animals such as cattle, kangaroos, emus and even dogs and cats can be hypnotised by the glare of headlights. If an animal is on the road in front of you, brake slowly, sound your horn and flash your headlights – don't swerve. Try to pass smoothly behind the animal. Kangaroos and many other native animals are especially active at night and at dawn.

This sign indicates that stock may be present either crossing or walking alongside the road



Road Rules

This section provides an overview of the road rules in South Australia.

It tells you about speed limits, what to do at traffic lights and when, and how, to give way to pedestrians and other vehicles as well as many other rules.

However, the most important point is that you must drive with care and consideration of other road users.

It is your responsibility to minimise your risk of being involved in a crash by driving safely and obeying the road rules.

The information contained within this section has been prepared to help you become better informed about the road rules and has been written in plain, easy to understand language and should not be taken as a precise interpretation of the law. It is not intended to be a substitute for the legislation made by Parliament.

Recent changes in laws may not be reflected.

If you require further information, please call 13 10 84.

Information on the relevant South Australian legislation may be obtained from

www.legislation.sa.gov.au

References

- The Driving Companion (for Learner Drivers)
- Australian Road Rules
- *Road Traffic Act (1961)* and Regulations
- *Motor Vehicles Act (1959)* and Regulations



Seatbelts and Restraints

Wearing seatbelts is compulsory, not a choice. Modern cars are fitted with seatbelts for all seats, including rear seats. They must be used.

Seatbelts must be worn by people in a motor vehicle when it is moving or is stationary, but not parked. A person must not occupy a seat without a seatbelt if other seats with seatbelts are available.

Passenger's responsibilities

Passengers aged 16 years old or older commit an offence in any moving motor vehicle if they do not wear the seatbelt when a seatbelt is available.

Driver's responsibility

Drivers commit an offence if they fail to wear a seatbelt when one is available.

Drivers (except the driver of a bus or motorcycle rider) also commit an offence if passengers of any age are not wearing a seatbelt or child restraint.

Drivers must ensure children:

Up to the age of six months

- Use an approved rearward-facing infant restraint and must not travel in the front seat of a vehicle that has two or more rows of seats.

6 months to 4 years

- Use either an approved rearward-facing infant restraint or a forward-facing child safety seat with an inbuilt harness and must not travel in the front seat of a vehicle that has two or more rows of seats.

4 years up to 7 years

- Use either an approved forward-facing child safety seat with an inbuilt harness, or booster seat with a properly fastened and adjusted lap-sash seatbelt or child safety harness.
- Do not travel in the front seat of a vehicle that has two or more rows of seats, unless all the other seats are occupied by children who are also under 7 years.
- If there is not enough space to put a third restraint in the back seat, then a child in this age group may sit in the front seat providing they are appropriately restrained. **Note:** Where a child is seated in the front seat you will need to use a booster seat without a top tether strap, as anchorage points are not available for the front seat.

7 years up to 16 years

- Use either an approved child restraint (child safety seat or booster seat depending on their size), or a seatbelt that is properly adjusted and fastened.

Provided they are appropriately restrained, a child of any age with a disability or medical condition is allowed to sit in the front seat of a vehicle if the driver is carrying a medical certificate for the child.

Taxis

If there is no suitable child restraint available, taxi drivers must ensure that all children up to the age of 7 years travel in the back seat. Children aged under one year may sit on the lap of another passenger who is 16 years old or older in the rear row, but not between the passenger and the seatbelt. Children aged between 1 year and up to 7 years must be seated in their own seat in the rear row with a seatbelt fastened to the best extent possible given the passenger's size. Children aged from 7 years up to 16 years must also wear a seatbelt.

Vehicles with only one row of seats

If the vehicle only has one row of seats (for example a utility or panel van) a child must be correctly restrained in an approved restraint in the front seat. If a child is required to travel in the front row where there are airbags present, you should always follow the instructions from both the child restraint and vehicle manufacturer. For further information about child restraints visit: **mylicence.sa.gov.au/road-rules/seatbelts-and-child-restraints**

How to wear a seatbelt

- Make sure the top part of the seatbelt is on the shoulder (not on the neck or under the arm) and the bottom part is on the hips.
- The belt must be properly adjusted. It must be fitted as firmly as possible while being comfortable and with no twists or knots in the webbing.
- Two people must not be restrained with same seatbelt.
- Remember that a seatbelt is only effective if worn correctly.
- A seatbelt worn loosely may inflict serious injury on the wearer in a crash.
- If your seatbelt has been stressed in a severe crash, it should be replaced

Exemptions

You are exempt from the requirement to wear a seatbelt if your vehicle does not travel more than 25 km/h AND you are frequently required to get in and out of your vehicle AND you are:

- engaged in door-to-door delivery or collection of goods; or
 - operating a vehicle for the collection of waste or garbage.
- << see also 'when a vehicle is moving' and 'opening doors' on page 104 >>

The following people are also exempt from the requirement to wear a seatbelt:

- Holders of a certificate of exemption from a medical practitioner or from the Minister for Transport. Certificates must be carried by the driver of the vehicle at all times
- Passengers in a police or emergency vehicle, however, if the vehicle has more than one row of seats, a passenger must not sit in the front row of seats.
- A two-up driver of a truck or bus is also exempt from wearing a seatbelt while they occupy the sleeper compartment for rest purposes.

Important information about child restraints:

- A child that is properly secured in an approved child restraint is less likely to be injured or killed in a car crash than one who is not.
- Moving your child into a restraint that is too big for their size will expose them to greater risk of injury in a crash. Make sure your child grows out of one type of restraint before moving them up to the next restraint category.
- Children are at greater risk of serious injury when travelling in the front seat.

Care, Courtesy, Common Sense

You must drive or ride at all times with due care and attention, with reasonable consideration for other road users, and while exercising courtesy and common sense. We must all share the road together.

You have a duty to avoid collisions and, where necessary, to give way to other vehicles and pedestrians. The law does not give anyone indisputable 'right of way'. Even when you feel that you have right of way, you must still make sure the other driver is going to give way before proceeding because the other driver may be unaware of your approach.

You may see other road users behaving aggressively or engaging in unsafe driving practices. Don't be pressured by other drivers, and try to stay calm and in control of your vehicle at all times. Don't over-react to thoughtless or deliberately aggressive driving by another driver.

You should also be in control of the inside of your vehicle. Don't let your passengers distract you, obstruct your vision, or influence your decisions by giving advice that may not always involve driving safely.

When you are driving, you should always be able to see everything that is happening on the road. You need to be able to 'scan' or 'read' the road – not just looking ahead but continually moving your eyes and taking sweeping looks at all areas of the road, both close to your vehicle and further down the road. Be aware of what is behind you, as well. Use your mirrors at frequent intervals so that you know what other road users are doing and can anticipate their actions.

Be aware of where your vehicle is in relation to the road and to other vehicles and road users.

- Know where you are in relation to your surroundings: the road, other cars, bicycle riders or pedestrians.
- Stay alert.
- Be courteous and remain calm when others are angry or aggressive.
- Take special care with pedestrians and bicycles.

Watch out for people or anything that is moving or could move, and be ready to take action. Make extra allowance for children, parents with babies, the frail or elderly who may not be able to move quickly.

When you are driving near parked vehicles, you should look out for pedestrians, especially children, who may step out onto the road.

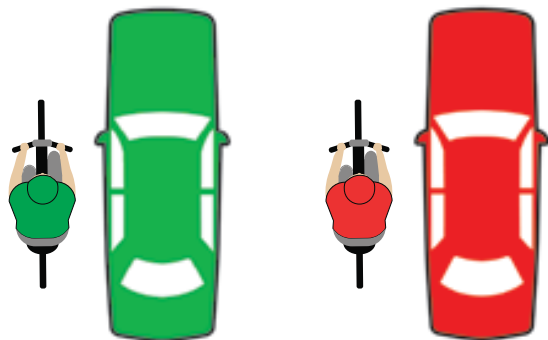
Children are small and can be unpredictable, so be sure to look around and watch out for them. This could save a child's life.

Remember that causing injury or a death would not only be devastating for the family and friends of the victim, but also for you as the driver.

Bicycles are classified as vehicles, and bicycle riders have the same rights and responsibilities as all other drivers. (The meaning of the terms 'driver', 'road user' and 'vehicle' are included in the Glossary.)

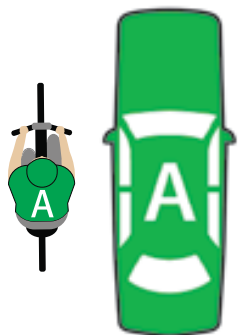
You should also watch for people riding wheeled recreational devices and toys, such as skates or skateboards, on residential streets and footpaths. You have the same responsibility towards them as you do towards pedestrians – while they have the same obligations and responsibilities as pedestrians to take care.

If there are signs or road markings, drivers, motorcycle and bicycle riders must obey them, in every situation.

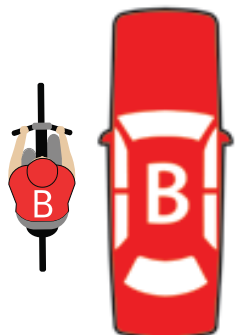


Green vehicle for complying with a rule

Red vehicle for disobeying a rule



Vehicle with right of way



Vehicle that must give way



Yellow starbursts as indicators



Path of a Green vehicle



Path of a Red vehicle



Road sign



Traffic Lights

The red and green arrows represent the colour of traffic lights

How to read the diagrams

On the following pages diagrams are included to help you understand particular rules in this section of the handbook.

Plan (overhead) views of roads and vehicles are used in many cases to illustrate rules.

In the Australian Road Rules a bicycle is classed as a vehicle.

- In some diagrams, a red vehicle shows where the driver or rider is disobeying or breaking a rule. A green vehicle shows a driver or rider who is obeying or complying with a rule.
- In other diagrams, a red vehicle shows where a driver or rider must give way to pedestrians or other vehicles. The red vehicle is marked with a letter '**B**' while the other vehicle is green and marked with the letter '**A**'.

A solid green arrow shows the path of a green vehicle and a broken red arrow shows the path of a red vehicle.

The yellow starbursts at the corners of the vehicles show flashing indicator lights.

Short green and red arrows positioned off the road at intersections show the colour of the traffic lights as seen from that direction.



Speed Limits

NOTE: If you are the holder of a learner's permit or a provisional licence, you may be limited as to the speed at which you are permitted to drive. Refer to the Drivers and Licensing section for information about special speed limits that apply to permit and some licence holders.

The **speed limit that applies to a road or road-related area** is the maximum speed you are allowed to drive a vehicle.

You should only drive to the speed limit if it is safe to do so. It may not be safe to drive to the speed limit in certain conditions, for example, due to poor weather or heavy traffic or the condition of the road. In these situations, you must slow down to a speed that is safe for the prevailing conditions.

How is the speed limit set?

Within South Australia (and in fact throughout Australia) the maximum default speed limit outside a built-up area is 100 km/h. The maximum default speed limit in a built-up area is 50 km/h. Unless a road sign or a licence condition indicates otherwise, these are the general maximum speeds at which you are allowed to drive. The circumstances under which these limits might be varied are set out below.

Speed limit signs

The speed limit on a section of road may be varied from the above default speed limits by speed limit signs.

Higher speed limits

Outside a built-up area, some roads may have a speed limit of 110 km/h shown by speed limit signs. You may travel up to this higher speed **provided** your driving licence permits you and it is safe to do so. Learner and provisional drivers, for example, **must not** travel at this higher speed.

Also the maximum speed limit for a vehicle that exceeds a GVM of over 12 tonne or a bus GVM over 5 tonne is 100km/h, except in the case of road trains where a speed limit of 90km/h applies on most roads.

In built-up areas, some roads may have a higher speed limit (for example 60 km/h or 80 km/h) shown by speed limit signs.

Lower speed limits

Any road may have a speed limit lower than the default speed. This will be shown by a speed limit sign. This lower speed limit applies to the section of road marked by the signs, and you must not exceed this lower speed limit.

Some common examples of reduced speed limits are:

25km/h speed limit

- At a Children's crossing (koala crossing) when the lights are flashing as indicated by a Children's crossing sign.
- When a child is within a school zone, which is formed between a school zone sign and end school zone sign. This applies whenever a child is on the road, footpath, median strip, or even on a bicycle including outside of school hours.

A 'child' means a person less than 18 years of age, and includes a student of any age wearing a school uniform.

A school zone is also marked with zigzag lines on the road where practicable, to show that you are approaching a school zone.

- You must not exceed 25 km/h when passing, in either direction, a school bus that has stopped for the purpose of setting down or picking up children.
- When passing an emergency vehicle that is stationary and displaying blue or red flashing lights or between two sets of flashing blue or red lights << see page 48 >>

40 km/h speed limits

- Some built-up areas (for example residential areas) have a speed limit of 40 km/h indicated by signs on all roads leading into that area.
- On the approach to wombat pedestrian crossings indicated by signs.



Koala Crossing, sign indicates the start of a Koala Crossing.



School Zone, sign indicates the start of a School Zone.

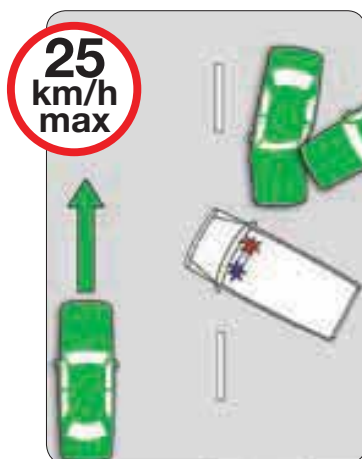


Remember:
25 km/h when passing an emergency vehicle that is stationary and displaying blue or red flashing lights.

General safety speed limits

You must slow down to 25 km/h or a lower speed if required when passing an emergency vehicle that is stationary and displaying blue or red flashing lights or between two sets of flashing blue or red lights. An emergency services vehicle includes:

- ambulance
- fire service vehicle
- State Emergency Service vehicle
- police.



Example 1:

Driver slowing to a safe speed (no greater than 25km/h) when passing an emergency services vehicle displaying red and blue flashing lights that is straddling a dividing strip.

Speed limits at a glance

Unless a sign shows a different speed limit

	L Learner	P1, P2 Provisional	C (car), R (motorcycle) Full licences
Built-up area	50 km/h	50 km/h	50 km/h
Outside built-up area	100 km/h (100 km/h is the absolute maximum speed for learner drivers)	100 km/h (100 km/h is the absolute maximum speed for provisional drivers)	100 km/h unless otherwise signed
Penalties for exceeding the speed limit*			
Exceeding speed limit by less than 10 km/h	expiation fee demerit points	expiation fee demerit points	expiation fee demerit points
Exceeding speed limit by 10 km/h or more	expiation fee demerit points disqualification	expiation fee demerit points disqualification	expiation fee demerit points
Exceeding speed limit by 45 km/h or more	expiation fee demerit points immediate loss of licence disqualification	expiation fee demerit points immediate loss of licence disqualification	expiation fee demerit points immediate loss of licence disqualification

* For more information about expiation fees and demerit points visit www.myllicence.sa.gov.au

Driving on the Road

Keeping Left

When driving on any road that does not have marked lanes you must keep your vehicle as near as practicable to the far left side of the road, except:

- when about to make or making a right turn
- when overtaking another vehicle.

On a road marked with two or more lanes for traffic travelling in the same direction, if the speed limit is greater than 80 km/h or on any road that has a 'Keep Left Unless Overtaking' sign, you must not drive in the right lane except:

- when overtaking another vehicle
- when turning or about to turn to the right and you are giving a right change of direction signal
- when avoiding an obstruction
- when the other lanes are congested.

Dividing Lines

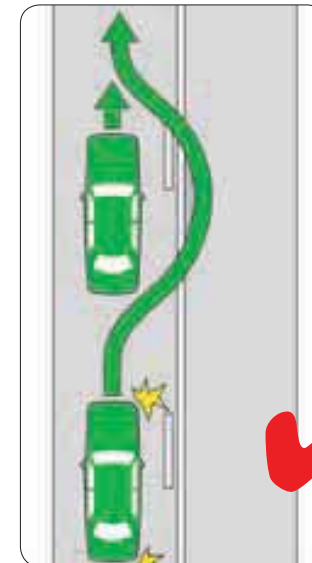
A dividing line is a road marking formed by a white line or two parallel white lines (broken or continuous) designed to separate the parts of a road to be used by vehicles travelling in opposite directions.

Broken line (or broken line to the left of a continuous line)

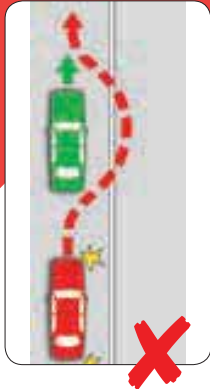
You must keep to the left of these lines (Examples 2 and 3). You may cross them to overtake, or enter or leave the road, or to perform a U-turn where permitted, but you must only do so if it is safe.



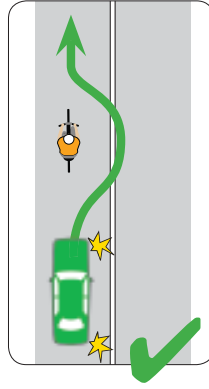
Example 2: Driving to the right of the centre of the road permitted — overtaking on a road with a broken dividing line only.



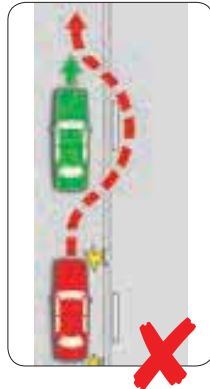
Example 3: Driving to the right of the centre of the road permitted — overtaking on a road with a broken dividing line to the left of a single continuous dividing line.



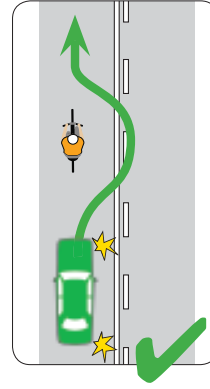
Example 4: Driving to the right of the centre of the road **NOT permitted** — overtaking on a road with a single continuous dividing line is **NOT PERMITTED**.



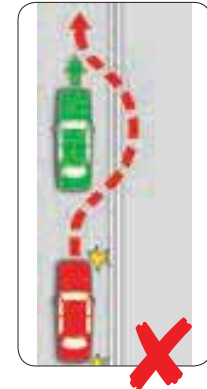
Example 4A: Crossing a single continuous dividing line to allow the required room to overtake a bicycle rider, if safe to do so, is **PERMITTED**.



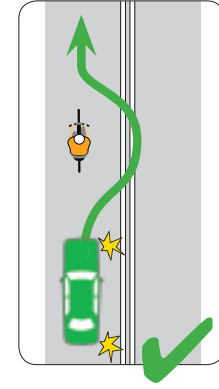
Example 5: Driving to the right of the centre of the road **NOT permitted** — overtaking on a road with a single continuous dividing line to the left of a broken dividing line is **NOT PERMITTED**.



Example 5A: Crossing a single continuous dividing line to the left of a broken dividing line to allow the required room to overtake a bicycle rider, if safe to do so, is **PERMITTED**.



Example 6: Driving to the right of the centre of the road **NOT permitted** — overtaking on a road with 2 parallel continuous dividing lines is **NOT PERMITTED**.



Example 6A: Crossing a double continuous dividing line to allow the required room to overtake a bicycle rider, if safe to do so, is **PERMITTED**.

Single continuous line (or single continuous line to the left of a broken line)

You must also keep to the left of these lines (Examples 4 and 5). You must not cross these lines to overtake or make a U-turn but you may cross them to:

- enter or leave the road,
- avoid an obstruction,
- park in angle parking on the opposite side of the road, or
- allow enough room to safely overtake a bicycle rider (Examples 4A and 5A)

but only if you have a clear view of approaching traffic and can do so safely.

Two continuous parallel lines (Example 6)

You must keep to the left and must not cross these lines, unless you have to avoid an obstruction or, if safe to do so, allow enough room to safely overtake a bicycle rider (example 6A).

Avoiding an obstruction

You are permitted to cross single or double continuous lines in order to avoid an obstruction – this does not include a slower moving vehicle or a vehicle stopped in a line of traffic, but may include a fallen tree, a crashed vehicle, or a car that has broken down or is illegally parked. Before crossing the line, you must have a clear view of the road ahead and it must be safe. You must also be very sure you cross safely because the onus is on you to assess the danger when doing so.

Lanes

When driving on a road marked with lane lines, you must keep your vehicle entirely within a lane. It is an offence to **straddle** a lane line except when passing a bicycle rider to give them the required room.

Changing lanes

When changing from one lane to another you **must**:

- only change lanes when it is safe to do so
- give way to any vehicle travelling in the other lane in the same direction
- give a change of direction signal, giving sufficient warning to other road users before changing lanes.

If you need to change lanes in order to turn left or right, or for any other purpose, change lanes well in advance to give yourself ample opportunity to turn with safety. << see *Giving Way when Changing Lanes* page 77 >>

Continuous lane lines

On a multi-lane road, you must not cross or drive on a continuous white lane line, except to avoid an obstruction, or to allow the required room to safely overtake a bicycle rider. This does not apply to the lines separating bus lanes or bicycle lanes, or the lines separating a road from a road-related area such as a parking bay.

Bus lanes

While the bus lane is in operation, you **must not**:

- park or stop a vehicle other than a bus in a bus lane
- drive in a bus lane, **except** when:
 - entering or leaving a road (e.g. another road, private property, parking area)
 - overtaking a vehicle turning right or making a U-turn from the centre of a road
 - avoiding an obstruction.



In each case the maximum distance you may drive in the bus lane is 100 metres.

Bus Only Lane

Bus Only lanes start with a red box and have the words “Bus Only” in white. This is repeated every 200 metres. Between the red boxes a “Bus Only” lane will be indicated by a continuous red line alongside the white lane line marking.

Only a public bus, or emergency vehicle can travel in a Bus Only Lane.

Only public buses or emergency vehicles can use a “Bus Only” lane.

Bus Only Lanes are painted red, or marked with continuous red lane lines, and have “Bus Only” in white letters.

Heavy penalties can apply to non-authorised vehicles travelling in Bus Only Lanes.



Bicycle lanes

A bicycle lane is a lane indicated by a bicycle lane sign and lane line for the exclusive use of bicycle riders during the times stated on the signs. If there are no times stated, it applies at all times. Bicycle lanes may be coloured green where there is a greater potential for conflict between motor vehicles and bicycles.



While the bicycle lane is in operation, you must not:

- park or stop a vehicle in a bicycle lane
- drive a vehicle (including a motorcycle) in a bicycle lane, **except when:**
 - entering or leaving the road from private property, a parking area or another road
 - overtaking a vehicle turning right or making a U-turn from the centre of a road
 - avoiding an obstruction.

In each case the maximum distance you may drive in the bicycle lane is 50 metres providing you indicate and give way to bicycle riders.

Edge lines

You may only cross a continuous edge line including a line that separates where vehicles park when:

- turning at an intersection
- entering or leaving a road
- entering a part of a road of one kind from a part of a road of another kind, for example, moving into an emergency stopping lane
- overtaking a vehicle that is turning right
- driving a slow moving vehicle
- stopping at the side of the road
- driving a vehicle that is too wide or too long to drive without driving on or over the edge line
- The maximum distance you may drive across an edge line to enter or leave or overtake on the left of a vehicle intending to turn right is 100 metres.

Reversing

- You must not reverse unless it is safe to do so.
- You must not reverse any further than necessary.

When you reverse:

- always drive slowly and carefully
- always check in all directions before starting to reverse, particularly behind your vehicle. If necessary, get out and walk to the rear to ensure there is no obstruction or danger not visible from the driver's seat e.g. a child
- do not start reversing if there are pedestrians behind your vehicle or about to walk behind it. If necessary, sound your horn to warn pedestrians
- always look in the direction you are intending to reverse before beginning to move and continue looking in that direction while reversing, with occasional brief checks in all other directions. Use direct vision whenever possible – only use mirrors when direct vision is not possible.

Driving on footpaths

You must not drive on a footpath except to enter or leave, by the shortest practicable route, adjacent property or a road-related area. When crossing a road-related area to enter or leave a road you must give way to any vehicle on the road, any pedestrian on the road and any other vehicle ahead of the driver's vehicle or approaching from the left or right. Watch out for bicycle riders riding on footpaths.

Driving on a traffic island

You cannot drive on a traffic island or median.

Driving on a median strip

You must drive to the left of a median strip unless you are entering or leaving a median strip parking area or you are required to drive to the right of the median strip by a keep right sign.

Driving on a dividing strip

You must not drive on a dividing strip except:

- to allow the required room to safely overtake a bicycle rider
- to avoid an obstruction
- to enter or leave a road
- to enter an area in the dividing strip where parking is permitted

but only if it is safe to do so and you have a clear view of the road.

Driving on a painted island

You must not drive over a painted island however, if the island is surrounded by one continuous line you can drive on, or over it, for up to 50 metres in order to:

- allow the required room to safely overtake a bicycle rider
- enter or leave the road
- enter a turning lane that begins immediately after the island
- park in angle parking on the opposite side of the road.

However, you must give way to any vehicle that is in the turning lane or entering the turning lane from the marked lane or line of traffic immediately to the left of the turning lane.



Overtaking

Overtaking is when you approach from behind and pass a vehicle travelling in the same direction.

Most drivers and riders consider overtaking to be crossing to the 'wrong' side of the road to pass a vehicle in front. But, even if you do not cross to the 'wrong' side of the road, you are overtaking if you move into another lane or line of traffic either side of you to pass another vehicle.

Even if you do not cross over to the 'wrong' side, there are some important safety rules you must follow. The rules for overtaking on a multi-lane or unlaned road are similar to those for a single-lane road.

Remember, bicycle riders and motorcycle riders are harder to see in traffic and do not have the same protection as drivers. Allow at least 1 metre clearance when overtaking bicycles, 1.5 metres when travelling over 60 km/h.

Before overtaking another vehicle, you must:

- be sure it is safe to do so
- on a single-lane road, be sure that the road ahead is clear for a sufficient distance
- be sure you have sufficient distance to return to the same lane or line of traffic without endangering the vehicle being overtaken or any vehicle coming from the opposite direction
- be sure no other vehicle is overtaking your vehicle by checking the road behind in your mirrors and blind spot
- signal your intention to overtake for long enough to give sufficient warning to all other road users.

When you overtake, you must:

- leave a safe gap between your vehicle and the vehicle you are overtaking
- **when overtaking bicycle riders, allow a minimum of 1 metre clearance, 1.5 metres if travelling faster than 60 km/h**
- not return to the lane or line of traffic until you are far enough past the other vehicle to avoid a collision
- not obstruct the other vehicle.

You must not overtake:

- on the right of a vehicle that is turning right, or making a U-turn from the centre of the road, and is signalling to turn right
- where there is a single continuous dividing line or a single continuous dividing line to the left of a broken dividing line (Example 4 and 5 – page 50), unless you can do so without any part of your vehicle crossing the line *
- where there is a double continuous dividing line (Example 6 – page 50) *

* Motor vehicles are allowed to cross centre dividing lines and straddle lanes in order to safely pass bicycle riders at the minimum distance but only if the driver has a clear view of any approaching traffic and it is safe to do so << see page 50 >>

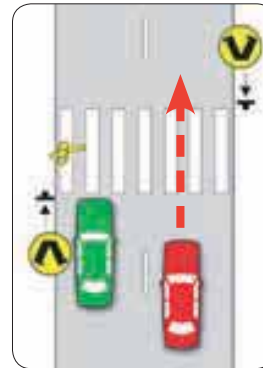
- on the approach to a children's or pedestrian crossing where another vehicle is stopping, or has stopped, to give way to pedestrians or bicycle riders (Example 7 – page 55)
- to the side of a vehicle displaying a **Do Not Overtake Turning Vehicle** sign if it is signalling and in the process of turning to that side
- if there is a sign saying **No Overtaking**
- approaching a crest, bend or dip in the road where there is not a clear view for a sufficient distance ahead to allow you to overtake with safety
- on the left, except:
 - if the vehicle is turning right or making a U-turn from the centre of the road, and is giving a right-turn signal
 - on a multi-lane road, when you are in another lane to the left of the vehicle you are overtaking and the vehicle can be safely overtaken in a marked lane to the left of the vehicle
- on any road where, owing to an intersection, overtaking cannot be completed safely.

Bicycle riders can overtake another vehicle on the left, but not if it is indicating and turning left.

Being overtaken

When driving a vehicle being overtaken by another vehicle, you must:

- keep to the left, if safe, to allow a reasonable space for the overtaking vehicle to pass or
- keep within your lane and
- not increase your speed until the other vehicle has completely overtaken your vehicle and returned to the lane or line of traffic.



Example 7:

Driver must not pass or overtake a vehicle that has stopped to give way to a pedestrian or bicycle rider at a pedestrian crossing.





Overtaking trucks

Unsafe overtaking is something truck drivers see all too often and it causes many of the fatal car-truck crashes. People can become impatient behind trucks on hills or when there are few passing opportunities.

Some people take a very large risk for only a few seconds' gain.

So allow plenty of room, pass quickly but safely and pull back in, only when you can see both headlights of the truck in your rear view mirror. This allows a safe space, but don't then slow down in front of the truck.

Before attempting to overtake ask yourself the following:

- What will I achieve?
- What are the risks?
- Is it safe and is it legal?
- How far is it to the next overtaking lane?
- What length is the truck I am overtaking?
- How long will it take to overtake it?
- Can I see if there is oncoming traffic?
- Is there a bend or dip ahead of the truck that might be obscuring oncoming traffic?

Do not overtake a truck unless:

- You can see there is no oncoming traffic
- You can see there are no bends or dips ahead that may be obscuring oncoming traffic.
- You have enough clear distance ahead, without oncoming traffic, dips or bends to pass safely.

It is also important to avoid being pressured into overtaking by other following vehicles. Keep your cool and if necessary let them pass.

Take care when overtaking trucks. A driver of a car, travelling in a 110 km/h sign-posted speed limit zone, will take approximately 1 kilometre to safely overtake a 23 metre B-double truck that is travelling at 100km/h on a road with an overtaking lane.

On a two-way road with a 110km/h speed limit, you will need almost two kilometres of clear road ahead to safely overtake a 23 metre B-double vehicle that is travelling at 100 km/h as you will have to allow for an oncoming car also travelling at 110 km/h.

You should never overtake a heavy vehicle that is approaching a crossroad. Another vehicle, which is hidden by the truck, could enter the road from the left in front of the truck.

Following distance outside of built up areas for long vehicles

Except when overtaking, road trains must maintain at least 200 metres behind another long vehicle and if your vehicle is a long vehicle (7.5 metres or more, including any trailer or caravan and any overhanging load), you must keep at least 60 metres distance between your vehicle and any other long vehicle. This does not apply to roads in a built-up area or multi-lane roads.

SHARE THE ROAD

HEY! I NEED
AROUND 200m TO
STOP SAFELY!

I LEFT A
SPACE SO I CAN
STOP SAFELY.

**TAKE CARE WHEN
OVERTAKING AND
DON'T CUT IN FRONT OF TRUCKS**

Signs

There are two categories of road signs:

Regulatory	MUST BE OBEYED	Examples: Stop sign Speed limit
Warning	Provide warnings or advice about road conditions; you should follow their suggestions	Examples: Intersection ahead Lane markings change Suggested speed for a bend

Regulatory signs

Stop

When you are faced with a Stop sign, you must stop your vehicle at the stop line or, where there is no stop line, as near as practicable to but before entering the intersection. The rule about giving way at a Stop sign is described (Example 18 and 20 – page 73).

Give Way

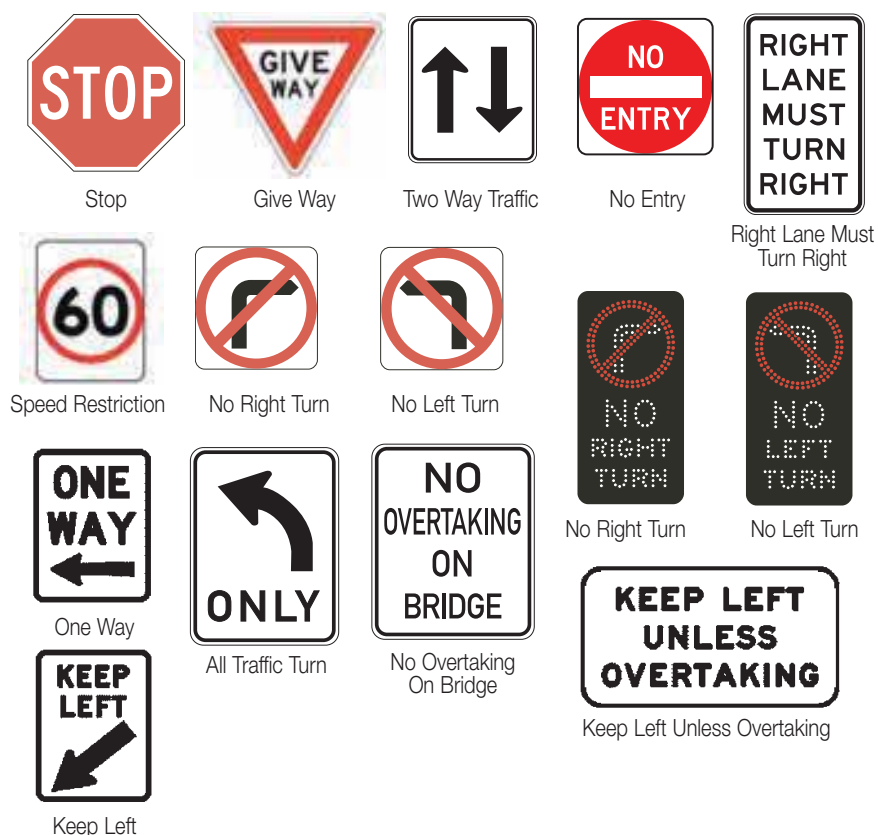
When you are faced with a Give Way sign, you must slow down and, if necessary, stop your vehicle in order to Give Way. The rule about giving way at a Give Way sign is described (Example 19 – page 73).

Speed Limit

Speed limit signs have a distinctive red circle with a black number indicating the speed limit in kilometres per hour. Different speed limits and where they apply are described. << see pages 46 to 48 >>

No Right/Left Turn

Normal or illuminated signs may indicate that either right or left turns are prohibited. These apply when the sign is illuminated, or during the time stated on the sign, or at all times if no time is shown.



Warning Signs

These signs warn you that you are approaching an unexpected, hazardous or unusual feature on the road ahead. They will help you to drive and ride with care – taking appropriate action when you see the signs will assist courtesy and safety on the roads.

Some warning signs on curves and bends have safe speed advice signs mounted below them to tell you the maximum safe speed at which the bend or group of bends can be negotiated under good driving conditions. Hazard marker signs also warn you of risks on the road.

Direction Signs

Direction signs inform you of distances and/or directions to towns and major roads. They also direct you to services such as caravan parks, off-street parking and information bays.

Temporary Signs

Temporary signs are erected to warn you of road works or other temporary hazards on the road, such as loose stones, detours and closed lanes.

Some temporary signs are regulatory signs – for example, these tell you what speed you must travel when passing road works. Speed limits are described. << see pages 46 to 48 >>

Temporary Signs

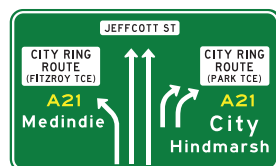


Road Workers ahead



Lane status – prepare to merge, left lane closed, right lanes open

Direction Sign



Warning Signs



Cross Road



Pedestrian crossing on side road



Road Narrows



Curve (right)



Hairpin Bend



Pedestrians



Children



Narrow Bridge



End Divided Road



Steep Descent



Divided Road



Trucks (crossing or entering)



Slippery Surface



Bicycles crossing the road



Winding Road



Dip in Road



Water Crossing



Kangaroos Ahead



Road Hump



Crest



Side Road Junction Ahead*



Side Road Junction Ahead



T-intersection



Curve (right) advisory speed



Low Clearance

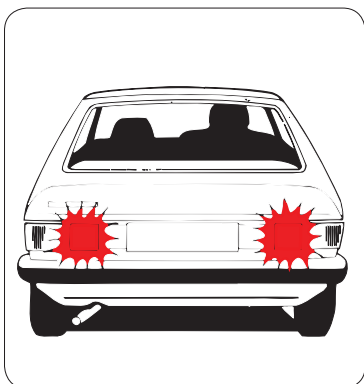


Indicator to turn left

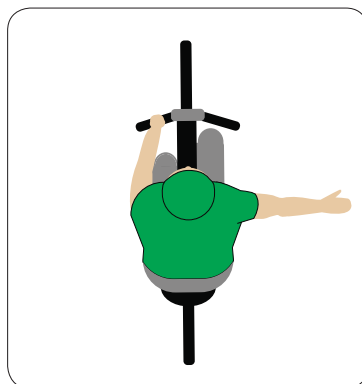


Indicator to turn right

[Direction indicators are illustrated in the diagrams in this booklet by yellow starbursts]



Braking



Bicycle rider turning right

*Cars are fitted with brake lights to indicate that you are slowing down or stopping, and direction indicators (blinking lights on each side of the car) that you **MUST** use to give a change of direction signal or make a turn.*

Driving Signals

You must always use your direction indicators (signalling device) to tell other road users what you intend to do. They cannot know your intentions unless you tell them by giving early and adequate signals.

It's also important to remember that **giving a signal does not mean that other road users must give way to you** or that you can automatically change direction without taking care and giving way.

In every case, you must give sufficient warning of your intention to alter direction to allow other drivers, motorcycle riders, bicycle riders and pedestrians to act on your signal.

In the case of leaving a stationary position at the side of the road, you must signal for at least five seconds to allow sufficient warning to be given to other road users, especially bicycle riders.

You must signal your intention with your direction indicators to:

- move to the left or right
- turn left or right. This includes leaving the continuing road at a modified T-intersection when you intend to go straight ahead (Example 8 and 9 – page 61)
- change from one lane to another or diverging
- pull into or out from a kerb or side of the road
- make a U-turn or 3-point turn
- leave a roundabout (if practicable).
- Turn left or right when driving within a car park. This includes turning left or right to move into a car park space

You must stop giving the change of direction signal as soon as you complete the change of direction.

You must signal your intention, by means of your vehicle's brake lights to:

- stop your vehicle or
- suddenly slow your vehicle.

If a vehicle's direction indicators or brake lights are not in working order, or the vehicle is not fitted with indicators or brake lights, you must give a hand signal to turn right, stop or slow down suddenly (as illustrated).

Bicycle riders are only required to give a hand signal when turning or diverging to the right, except when making a hook turn.

<< see page 95 >>

Turning

Before making a turn, you must follow this sequence (see **The Driving Companion** for more information):

- decide on the direction you want to go as early as possible
- look ahead, behind and to each side for other vehicles and road users, including motorcycles, bicycles and pedestrians, to make sure it is safe to turn
- signal as early as possible – certainly before beginning to slow down and start your turn – to give other road users sufficient warning of your intention
- take up the correct position on the road (see next page) before you reach the intersection
- make your turn, when safe.



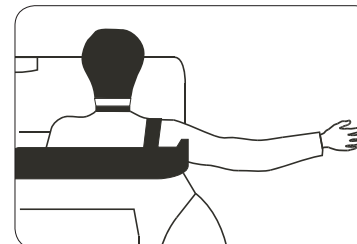
Example 8:

Driver indicating change of direction at a modified T-intersection where the continuing road curves to the right and the driver is proceeding straight ahead on to the terminating road.

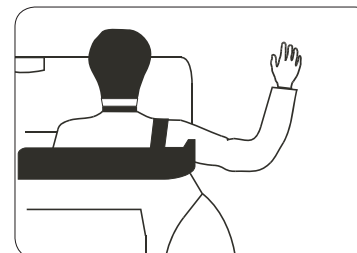


Example 9:

Driver indicating change of direction at a modified T-intersection where the continuing road curves to the left and the driver is proceeding straight ahead on to the terminating road.



Giving a hand signal for changing direction to the right



Giving a hand signal for stopping or suddenly slowing

The correct position

On a single-lane or unlaned road:

- turning left – you must start from as near as practicable to the far left side of the road
- turning right – you must approach the intersection to the left of, as near as practicable to and parallel to the dividing line, median strip or the centre of the road
- when turning right, you should pass as near as practicable and to the right of the centre point of the intersection. You will risk a collision if you cut across the lane of the vehicles coming from the right – start your turn when you are close to the centre of the intersection (Example 10)
- in a one-way road, you must turn right from as near as practicable to the far right side of the road.

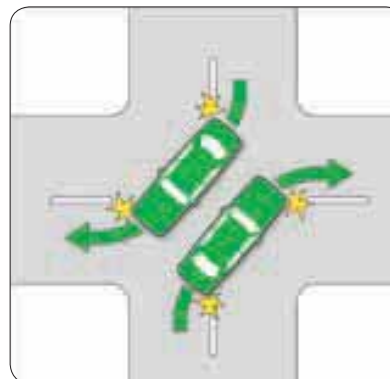
The correct position

On a multi-lane road:

Approach the intersection from the correct lane – you can only turn left from the left lane and right from the right lane. You can only turn from any other lane if it has turning arrows indicating the direction you intend to take. When approaching an intersection and there is a continuous white line separating lanes, you cannot change lanes across this line.

If you enter an intersection:

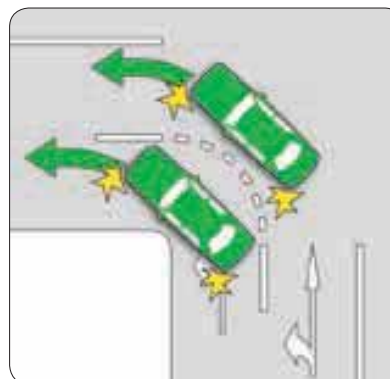
- you must turn only in the direction of the arrow or arrows in your lane



Example 10:
Making a right turn from a road with no road marking indicating how to make the turn.



Example 11:
Drivers turning right as required by road markings.



Example 12:
Drivers turning left as required by road markings.

- if there are arrows in your lane offering a choice of directions, you may go in either of the directions indicated
- if there are two turning lanes, you must obey any road markings indicating which lane of the new road you must enter (indicated by broken white continuity lines in the intersection) (Examples 11 and 12 – page 62)
- if there are no markings and you are turning right into a multi-lane road, it is safest to turn into the lane on the new road closest to the middle of that road
- when turning right, you should pass as near as you can to the right of the centre point of the intersection. Do not cut across the corner as you will risk a collision with a vehicle that is coming from the right – start your turn when you are close to the centre of the intersection (Example 10 – page 62)
- if you are driving a vehicle with a Do Not Overtake Turning Vehicle sign and you are within 50 metres of the intersection, you may use either or both lanes if necessary to turn left or right if it is safe to do so (Example 13).

Example 13
Driver with a do not overtake turning vehicle sign using both lanes to turn left when safe to do so.



When turning from any two-way road, you must not stop your vehicle in a position that could obstruct traffic coming from the opposite direction. It is against the law to enter an intersection if you cannot drive through and into the road you plan to enter. However, when turning right, you can proceed into the intersection and wait near the centre of the intersection for the oncoming traffic to pass (as long as it is safe and the road you are turning into is clear).

The correct position

Turning, but not at an intersection:

When turning in order to enter or leave the road you must obey the same rules as when turning at intersections.

<< see *When to Give Way* pages 72 to 78 >>

U-turns

A U-turn is a turn made *within* a road to take you to the other side, facing the opposite direction, in one turn. There are several restrictions on where you can make a U-turn.

At intersections on any road with a dividing line or median strip, you must start a U-turn from the lane immediately to the left of the middle of the road or dividing strip (Example 14 – page 64).

At any other intersection you may start your turn from any position on the road (left of the middle), except from a bike lane or bus lane, providing it is safe to do so.

When making a U-turn you must give way to all other traffic and pedestrians and not unreasonably obstruct traffic approaching from the front or behind. (Example 14a – page 64).

You must not begin a U-turn unless:

- you have a clear view for a sufficient distance of any approaching traffic
- you can safely make the U-turn without unreasonably obstructing the free movement of traffic.

You must not make a U-turn:

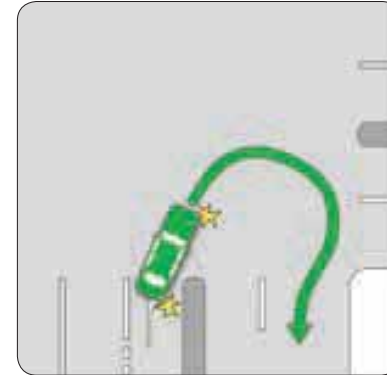
- where there is a No U-turn sign at an intersection or a break in the dividing strip or median strip
- where there is a No U-turn sign at any other place that applies until the next intersection or the end of the road
- at an intersection where there are traffic lights (unless a u-turn permitted sign is displayed)
- across a single continuous dividing line, dividing strip or painted island
- across a double continuous dividing line or dividing strip
- on a one-way road

3-point turns

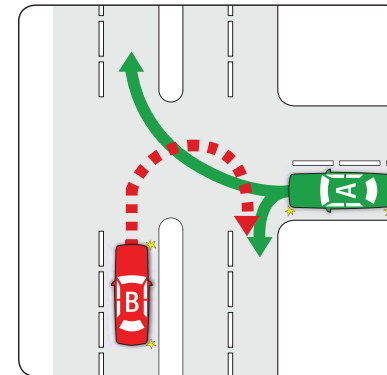
The rules for U-turns also apply to 3-point turns.

- You may do a 3-point turn by using the forward and reverse gears when the road is not wide enough to complete a U-turn.
- You may only do a 3-point turn if it is safe to do so and allowed by the road rules, and you must always take care not to obstruct other road users.
- Check the road carefully before starting a 3-point turn and, if the traffic is heavy, it is better to avoid a 3-point turn by driving around the block.

Example 14
Starting a U-turn
on a road with a
median strip.



Example 14a
Driver B must give way.
When making a U-turn you
must give way to all other
traffic and pedestrians.

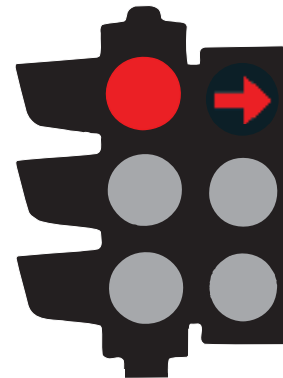


Traffic Lights

Traffic lights are installed to regulate traffic flow and make driving safe. Always approach them at a safe speed in case the signal changes before you reach the intersection.

The colour of the traffic light that faces you as you approach an intersection determines the action you must take.

If the traffic lights are not operating, obey the Give Way to the Right rule or the Give Way at a T-intersection rule, whichever is applicable.
<< see pages 74 to 77 >>



Red Light

You must not enter the intersection. If a white line is painted on the road, you must stop your vehicle behind that line and as near as practicable to it.

<< see *Left Turn on Red Permitted after Stopping* page 66 >>

Red Arrow

You must not enter the intersection if you intend to turn in the direction of the arrow. You must stop at the stop line. If the red arrow goes out, leaving only a green light, you may proceed if it is safe to do so, giving way to on-coming traffic (if turning right) and pedestrians crossing the road you are entering.

Yellow Light

This indicates that the lights are about to change to red. You must not enter the intersection unless you are so close to the stop line that you are unable to stop safely without entering the intersection or risking a rear-end crash with vehicles following you.

Yellow Arrow

This indicates that the lights are about to change to red. If you intend to turn in the direction of the arrow, you must prepare to stop and not enter the intersection beyond the stop line unless you are unable to stop your vehicle safely. You may proceed if the yellow arrow goes out leaving only a green light and if it is safe to do so, but beware of oncoming vehicles.

Green Light

You may proceed through the intersection or turn right or left, if it is safe to do so, unless:

- a sign or signal such as **No Right Turn** or **No Entry** prohibits that movement or
- the intersection or the road beyond the intersection is blocked.

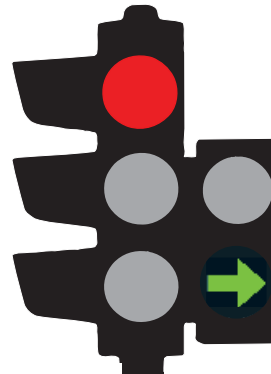
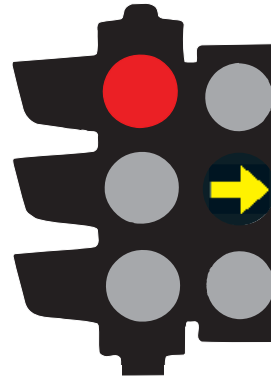
If turning right, enter beyond the stop line and proceed as far as possible without impeding oncoming vehicles. Wait within the intersection until it is safe to complete the turn.

You must also give way to:

- other vehicles and pedestrians in the intersection after the last light change, including turning traffic
- pedestrians, if you are turning to the right or left
- vehicles from the opposite direction, if you are turning right.

Green Arrow

A green arrow, either alone or with any other lights, means you may proceed in the direction of the arrow if safe to do so.



Left Turn on Red Permitted after Stopping

This is allowed only where there is a sign stating **Left Turn on Red Permitted After Stopping**. If there is such a sign, you can turn left before the traffic lights change to green – but only after stopping at the stop line and making sure it is safe to do so and giving way to all other vehicles and pedestrians.



Left Turn on Red
Permitted after Stopping



Flashing Yellow Circle

Flashing Yellow Light or Arrow

You may proceed with caution – obeying the Give Way rules for intersections not controlled by signs. << see pages 74-77 >>

White ‘T’ or ‘B’ light

Indicates to a tram driver (T-light), or a bus driver (B-light), that the driver may proceed.

Red/Green Bicycle crossing lights with symbols

Indicate to bicycle riders whether they may proceed or must stop and wait.



Red Bicycle crossing light



Green Bicycle crossing light

U-turns

You must not make a U-turn at an intersection with traffic lights unless there is a U-turn Permitted sign. For information on U-turns. << see pages 63 to 64 and 76 >>

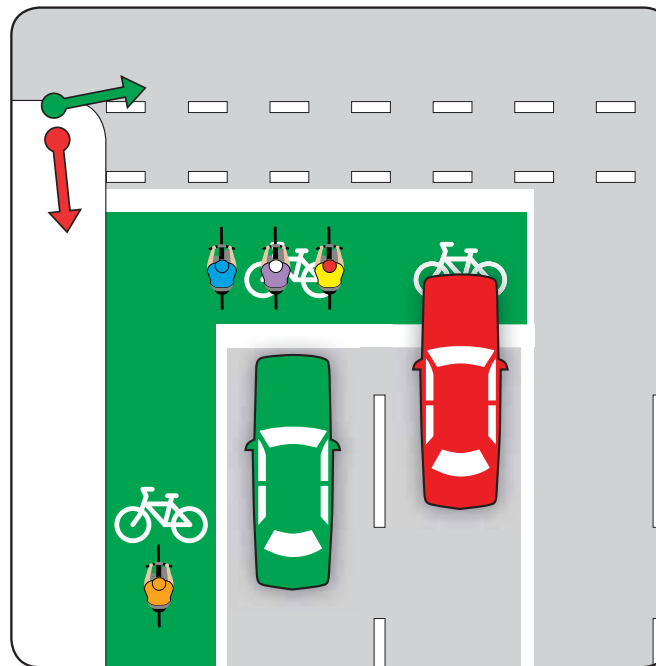
Red Light Cameras

Some intersections are equipped with cameras to photograph vehicles whose drivers commit an offence by crossing against the red light. Warning signs may appear before these intersections, but they are merely advisory. **The absence of such signs does not prevent the operation of the red light camera or prosecution for disobeying the red light.**

Vehicles and bicycle storage areas (bike box)

A bicycle storage area (bike box) is an area of a road before an intersection with traffic lights that has one or more bicycle symbols painted on it and that is between two parallel stop lines and opens out from a bicycle lane. The area may be painted green.

If there is a bicycle storage area before traffic lights that are showing a red light or red arrow the driver of a motor vehicle must not allow any part of the vehicle to enter the bicycle storage area.



A motor vehicle must not enter a bike storage area if the traffic lights are red.



Pedestrian Crossing

Crossings

Crossings for Pedestrians

Crossing for pedestrians are indicated by road markings, signs or lights where people may cross the road safely. It is the driver's responsibility to give way at all forms of crossings. It is an offence to overtake another vehicle that is stopping or has stopped at a crossing for the purposes of giving way to pedestrians or bicycle riders using the crossing.

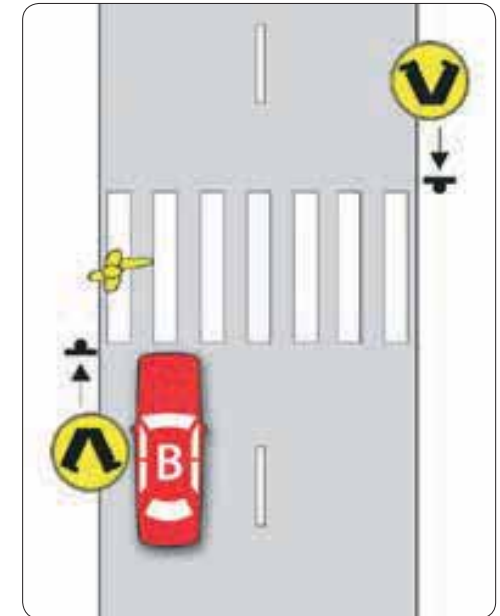
Crossings for pedestrians come in various forms including:

Marked foot crossings

Marked foot crossings have two parallel broken white lines indicating where pedestrians must cross with pedestrian lights facing pedestrians and traffic lights facing drivers. These crossings are located at intersections with signals and may also be located between intersections. Pedestrian push buttons are provided at these crossings to activate the red traffic light to stop road traffic allowing pedestrians to cross safely. Lights with a green or red pedestrian symbol are displayed for pedestrians, and may be accompanied by a signal counting down the time until the red pedestrian symbol is displayed.

Example 15

Driver must give way to a pedestrian or bicycle rider at a children's crossing or pedestrian crossing.



Pedestrian crossings

Pedestrian crossings have white parallel stripes across the road with pedestrian crossing signs as shown in example 15, and may include two yellow alternating flashing lights. They are also known as zebra crossings.

Wombat crossings

When a pedestrian crossing is placed on a raised section of road they are known as Wombat crossings and are usually accompanied by a 40km/h speed limit.

You must give way to any pedestrian or bicycle rider on a pedestrian crossing.



Wombat crossing

Children's Crossings

There are two types of crossing designed especially for the safety of children:

- **'emu' crossings** – have red and white posts and operate only when the CHILDREN CROSSING flags are displayed
Emu crossings are placed within School Zones and a speed limit of 25km/h applies 'when children are present'
<< see School Zones page 47 >>



Emu crossing

- **'koala' crossings** – have red and white posts at the edge of the road and two yellow alternating flashing lights. As indicated by a sign, a speed limit of 25 km/h applies when the lights are flashing.



Koala crossing

Drivers have a responsibility to take extra care at these locations. Children's crossings have been designed for the protection of school children and adults, and operate (i.e. the flags are displayed or the lights are flashing) usually during the times that children are expected to cross the road.

When approaching a pedestrian or children's crossing, you must drive at a speed so you can stop your vehicle safely before the crossing.

If a school crossing monitor displays a STOP sign, you must stop your vehicle at the stop line. You may proceed only when the sign is no longer displayed towards you.

Remember that children do not always have good road safety sense and can also be easily distracted – You need to be more cautious when they are near a road than you might be with adults.

- You must stop when any pedestrian or bicycle rider is on, or entering, a children's crossing.
- You must not proceed while a pedestrian or bicycle rider is on, or entering, the crossing. << see page 72 >>

Wait for the train because it won't wait for you.



Know when to cross the line



If you go through a crossing without even realising it, take shortcuts across the tracks, or are busier watching text messages than looking out for trains, it could be hit or miss.

Know when to cross the line. dpti.sa.gov.au/roadsafety



Government of South Australia
Department of Planning,
Transport and Infrastructure

Level Crossings

A level crossing is where the road crosses a railway or tramway line and is indicated by one of the signs shown. You must not enter the crossing:

- if there is danger of a collision with a train or tram
- if any train or tram is on, entering or approaching the crossing
- when flashing or rotating red lights, or warning bells, are operating
- when the crossing is closed by gates or boom barriers.

Take particular care where there are multiple tracks. There may be trains or trams approaching from either direction.

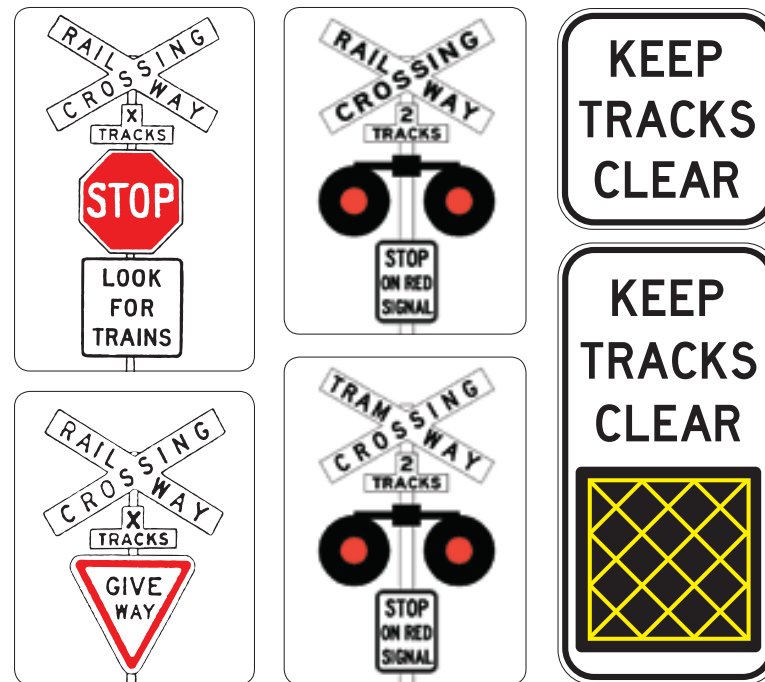
Do not attempt to cross the line(s) unless there is a clear passage through the crossing and you can drive completely clear off the crossing.

At some crossings there may be a Keep Tracks Clear sign erected to remind motorists not to stop on a level crossing. It may also identify that yellow box markings have been painted on the road pavement to enable easy identification of the level crossing area.

If a Stop sign is erected (with or without warning devices), you must stop your vehicle at or as near as practicable to the Stop sign or Stop line and give way to any train or tram on, entering or approaching the crossing.

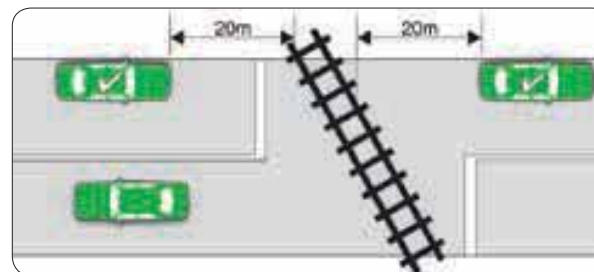
If a Give Way sign is erected (with or without warning devices), you *must slow down and be prepared to stop* and give way to any train or tram on entering or approaching the crossing.

Obey the signs and signals, look for trains, and never enter a crossing unless you can safely clear the tracks without stopping. Always assume a train is approaching.



Parking

You **must not park** your vehicle so that the nearest part is closer than 20 metres before any of the rails or tracks, or 20 metres after any of the rails or tracks (Example 16).



Example 16 Measurement of distance — level crossing

Giving way

Pages 72 to 78 go through the give way rules.

In all the examples **red vehicle B gives way**.

What is 'Giving way'?

To give way to another vehicle or a pedestrian, means:

- (a) if that vehicle or pedestrian is stopped – you must remain stationary until it is safe to proceed
- (b) in any other case – slow down and, if necessary, stop to avoid a collision.

Most rules about giving way are based on the concept of allowing the vehicle on your right to go ahead of you. However, if you are ever in any doubt, always give way to the other person or vehicle.

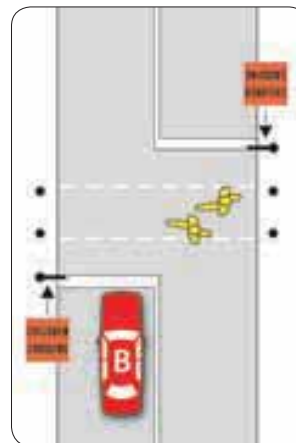
Giving way at Pedestrian Crossings and Children's Crossings

At a pedestrian crossing, you must:

- Give way to any pedestrian or bicycle rider (child or adult) on, or entering the crossing.

At a children's crossing (Example 17), you must:

- stop, remain stationary and give way to any pedestrian or bicycle rider (child or adult) who is on or entering the crossing
- if there is a dividing strip, remain stationary and give way if the pedestrian is on your side of the dividing strip.



Example 17

Driver stopped at Stop line for pedestrians on a children's 'emu' crossing with poles and flags.



Give way to buses sign

At both types of crossing, you must:

- drive at a speed that will enable you to stop if necessary
- not overtake a vehicle that is slowing or that has stopped in order to give way to pedestrians or bicycle riders (Example 15 – page 68).

<< see also crossings on pages 68 to 69 >>

Giving way to trains and trams

You must give way to all trains or trams on or approaching from any direction at level crossings. You must stop and give way to pedestrians between the edge of the road and a stationary tram.

<< see page 106 >>

Giving way to buses

When in a built-up area, you must give way to any bus displaying the give way to buses sign if the bus is indicating to move out from the kerb.

On a multi-lane road, this only applies to the left lane. If the left lane is a bike lane or is obstructed (e.g. a parked car), drivers in the lane next to the left lane must also give way.

The bus driver must exercise due care and only move out if it is safe.

Giving way at Stop and Give Way signs

At an intersection, if you are facing a Stop sign/line or a Give Way sign/line, you must give way to a vehicle coming from any other direction (Examples 18 and 19) **except:**

- if going straight ahead, to an oncoming vehicle turning right if a Stop sign/line or Give Way sign/line applies to the other vehicle
- to a vehicle turning left using a slip lane (Example 20)
- to a vehicle making a U-turn.

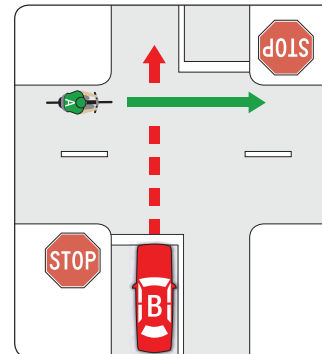
If turning left or right at the intersection, you must also give way to any pedestrian crossing the road you are entering. (Example 23 – page 74).

If you are proceeding straight ahead and a pedestrian is intending to cross the road, you must drive with due care and attention and, if necessary, take action to avoid a collision.

You must also give way to any vehicle or pedestrian at or near a Stop sign/line or give way sign/line at any other place.

Stop signs and Give Way signs are described in more detail under Road Signs. << see page 58 >>

Importantly, if you are approaching a Give Way sign/line, and there is no danger of colliding with another vehicle, or a pedestrian or bicycle rider, crossing the road, you do not have to stop at the Give Way sign/line before proceeding but you must slow down and prepare to stop if this becomes necessary.



Example 18

Driver B is stopping and giving way at a Stop sign to a bicycle rider coming from the left.



Example 19

Driver B is giving way at a Give Way sign to a vehicle coming from the left.

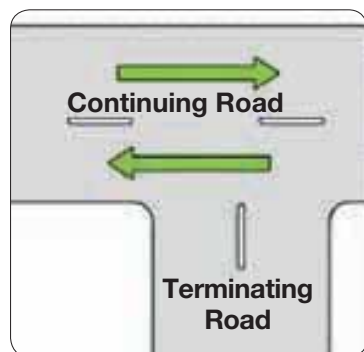


Example 20

Driver B is turning left using a slip lane and giving way to a vehicle (A) that is turning right into the road the driver is entering. Driver B is also required to give way to any pedestrian or bicycle rider crossing the slip lane.

Example 21

At T-intersection where the terminating road is the 'stem' of the T.



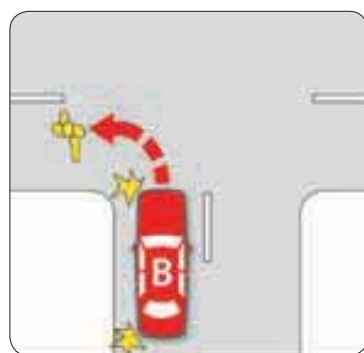
Example 22

A modified T-intersection where the terminating road is marked by a sign or lines on the road and is not the 'stem' of the T.



Example 23

Driver B is turning left from the terminating road and giving way to a pedestrian on the continuing road.



Giving way when turning left from a Slip Lane

You must give way to any pedestrian or bicycle rider on, or entering the slip lane and to any vehicle approaching from your right including an oncoming vehicle that has turned right at the intersection (Example 20 – page 73).

A slip lane is an area of road for vehicles turning left that is separated at some point by a painted island or traffic island.

Giving way at T-intersections

A T-intersection is where two roads meet; one that continues and one that terminates. At most intersections, one road will physically terminate and it is important to understand which is the 'terminating' road and which is the 'continuing' road:

- if there are no road markings or signs indicating otherwise, the terminating road is the 'stem' of the 'T' (Example 21)
- when there are road markings or signs indicating otherwise, the terminating road can be either of the roads that meet at the T-intersection. This is a modified T-intersection (Example 22).

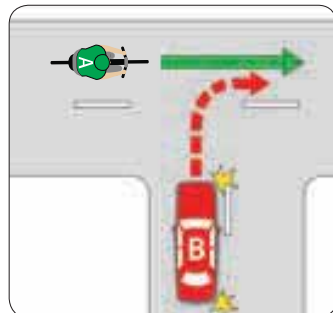
If you are on the terminating road, you must give way to all vehicles approaching from either direction on the continuing road and to any pedestrian at, near or crossing a continuing road.

Examples 23 and 24 – pages 74 and 75, show a vehicle giving way when approaching the intersection where the terminating road is the 'stem' of the 'T' and there are no traffic lights, road markings or signs.

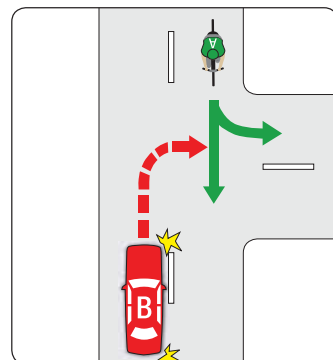
Examples 25 and 26 – page 75, show that when turning right from the continuing road, you must also give way to any approaching traffic including any vehicle turning left into the terminating road.

You must also give way to any pedestrian or bicycle rider crossing the road you are entering.

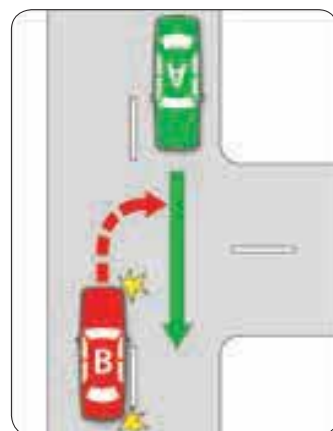
Example 24
Driver B is turning right from the terminating road giving way to a bicycle rider on the continuing road.



Example 25
Driver B is turning right from the continuing road and giving way to an oncoming bicycle turning left from the continuing road or going straight on.



Example 26
Driver B is turning right from the continuing road and giving way to an oncoming vehicle travelling through the intersection on the continuing road.



Giving way at Y-intersections

At a Y-intersection, you should give way to the right unless there are signs and road markings indicating otherwise.

Giving way to oncoming traffic when turning right

Before starting to turn right, you must give way to vehicles approaching from the opposite direction to you, including vehicles turning left (Examples 28 and 29 – page 76), but not if they are turning left from a slip lane (Example 20 – page 73). If you are driving on a continuing road at a modified T-intersection and intend to turn into the terminating road, you are 'turning right' and you must give way (Example 27 – page 76) to oncoming traffic on the continuing road. You must also give a right turn signal.

Giving way to pedestrians when turning

If you are turning at an intersection, you must give way to any pedestrian who is crossing the road you are turning into (Examples 30 and 31 – page 76). You must also give way to a pedestrian or bicycle rider who is entering or crossing a slip lane if you are turning left at the slip lane.

Giving way when leaving a parking space

When leaving a parking space at the edge of the road or moving off from the kerb, you must give way to any vehicles, including motorcycles and bicycles, travelling along the road. You must also give a change of direction signal for at least five seconds to warn other road users.

Example 27 shows a driver wishing to enter a terminating road from a continuing road at a modified T-intersection. Even if the road is straight ahead, you must signal and give way to all other road users on the continuing road. Vehicle A is on the continuing road at all times. Vehicle B is leaving the continuing road to enter the terminating road. Vehicle B must give way to vehicle A because it is turning across the path of an oncoming vehicle.

Giving way when doing a U-turn

You must give way to **all** vehicles and pedestrians when doing a U-turn and a 3-point turn.

<< see pages 63 and 64 >>

Giving way when turning or doing a U-turn at a break in a median strip

You must give way to any vehicles on the roadway of a divided road you are entering through a break in a median strip (Example 36 – page 77). The median strip might be a narrow grassed strip or wide enough to require a short ‘crossover’ road (Example 37 – page 77).

You must also give way to any oncoming vehicle already in the break in the median strip that is waiting to turn.

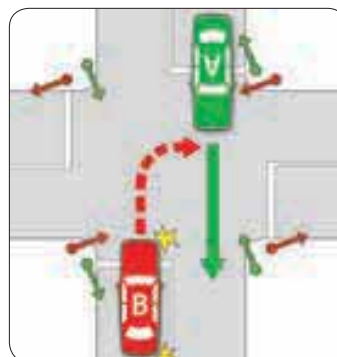
Example 27

At this modified T-intersection, the driver of Vehicle B is leaving the continuing road to proceed straight ahead on the terminating road. Driver B gives way to Vehicle A travelling through the intersection on the continuing road.



Example 28

Driver B turning right and giving way to an oncoming vehicle that is going straight ahead on the road the driver is leaving.



Example 29

Driver B is turning right giving way to an oncoming vehicle (A) that is turning left into the road the driver is entering.



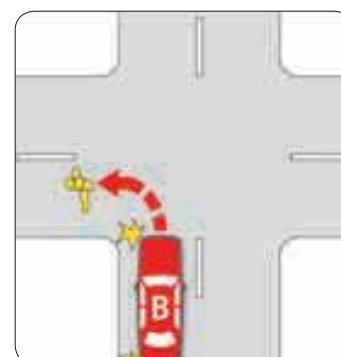
Example 30

Driver B is turning right and giving way to a pedestrian on the road the driver is entering.



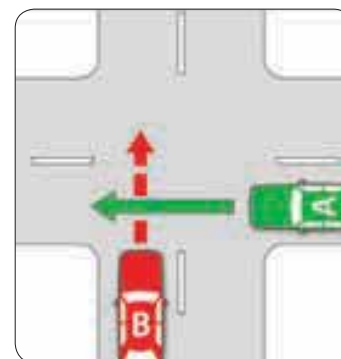
Example 31

Driver B is turning left and giving way to a pedestrian on the road the driver is entering.



Example 32

Driver B is going straight ahead giving way to a vehicle (A) on the right that is going straight ahead.



Example 33

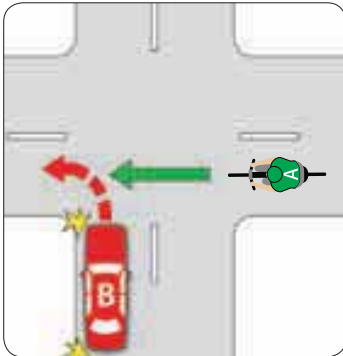
Driver B is going straight ahead and giving way to a vehicle (A) on the right that is turning right.

**Example 35**

Driver B is turning right and giving way to a vehicle (A) on the right that is turning right into the road the driver is leaving.

**Example 34**

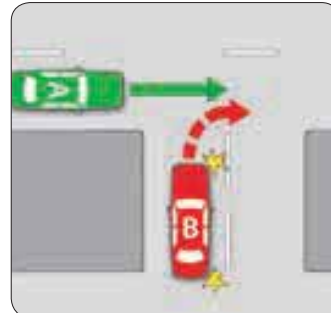
Driver B is turning left and giving way to a bicycle rider on the right that is going straight ahead.

**Example 36**

Driver B gives way when turning at a break in a median strip.

**Example 37**

Driver B gives way when turning at a break in median strip through a crossover road.



Giving way to the right at intersections without lights, signs or road markings

You must give way to any vehicle, including bicycles, approaching from the right at an intersection not controlled by signs or traffic signals and that is not a T-intersection. This is known as the 'Give Way to the Right' rule (Examples 32, 33, 34 and 35 – pages 76 and 77).

Giving way when lines of traffic merge

If you are on a road where the traffic is merging from two lines to one line, you must give way to a vehicle on your left or right if any part of that vehicle is ahead of your vehicle. This is called the Zip Merge (Example 38 – page 78).

The Zip Merge does not apply where lane lines are marked between the vehicles and one lane is ending (Example 39 – page 78) such as at the end of overtaking lanes and when entering the freeway.

Giving way when changing lanes

If you are driving on a multi-lane road and want to move into another lane of traffic, either to your right or left, you must first check that it is safe to change lanes, give a change of direction signal clearly for long enough to warn other road users, and give way to traffic in the other lane (Examples 39 and 40 – page 78). This also applies to bike lanes and where the road is wide enough for two lines of traffic but there are no lanes marked on the road (Example 41 – page 78).

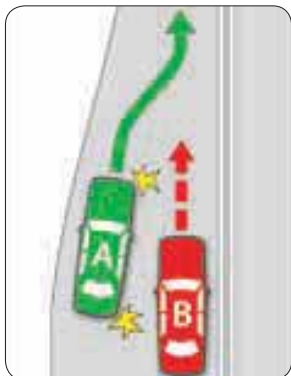
At intersections without traffic lights, road signs or road markings, that are not T-intersections, you must give way to any vehicle approaching from your right. This is known as the 'Give Way to the Right' rule.

This is highlighted in examples 32, 33, 34 and 35 on pages 76 and 77.

It doesn't matter if one vehicle is turning and the other going straight ahead, at an intersection not controlled by signs or traffic signals, that is not a T-intersection, you must **give way to the right**.

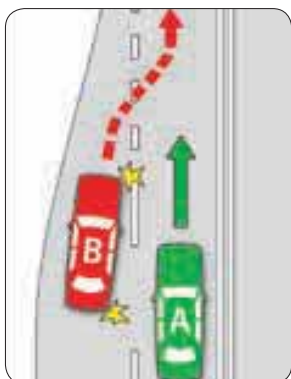
Example 38

Driver B gives way when lines of traffic merge into a single line of traffic.



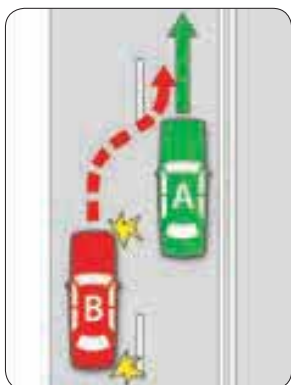
Example 39

Driver B gives way when a marked lane is ending and two lanes of traffic merge into a single lane of traffic.



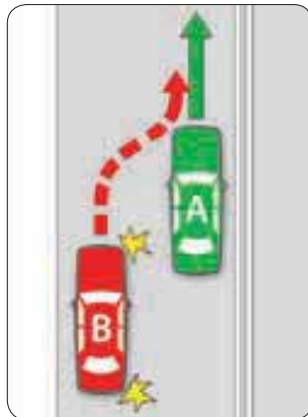
Example 40

Driver B gives way when moving from one marked lane to another marked lane.



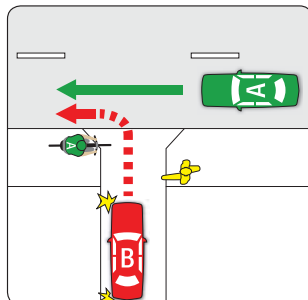
Example 41

If a driver diverges to the left or right within a marked lane, the driver must give way to any vehicle that is in the lane.



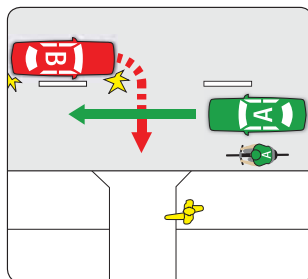
Example 42

Driver B entering a road from a road-related area and giving way to a pedestrian and a bicycle rider on the footpath and a vehicle on the road.



Example 43

Driver B turning right from a road into a road-related area and giving way to an oncoming vehicle and bicycle and to a pedestrian on the footpath.



Giving way when entering or leaving a road-related area

When driving into or out of a road-related area (such as a driveway or car park – see Glossary) or adjacent land, you must give way to all vehicles, bicycles and pedestrians on the road, footpath or road-related area (Examples 42 and 43).

Giving way to emergency vehicles

You must give way to a police or emergency vehicle with a warning siren sounding or displaying red and/or blue flashing lights to ensure that it is provided with a clear and uninterrupted passage.

Giving way at roundabouts

You must give way to any vehicles already on the roundabout. Remember to look out for bicycle riders at roundabouts. How to drive through single-lane and multi-lane roundabouts is described in more detail in the following section.



A roundabout is an intersection with an island at its centre. When in a roundabout, you must always keep to the left of the centre island. Roundabouts will be marked with a Roundabout sign (above) and can either be single-lane or multi-lane roundabouts.

Approaching and entering a roundabout

When approaching a single-lane roundabout, you must decide which exit you want to leave by:

- if you intend to turn left (leave before you are half way round), you must give a change of direction signal to your left as you approach
- if you intend to turn right (leave after half way round), you must give a change of direction signal to your right as you approach
- if you intend to go straight on, you do not need to give a change of direction signal as you approach.

Pedestrians or bicycle riders crossing an exit road of a roundabout should give way to any vehicle or bicycle rider entering or exiting a roundabout

When approaching a multi-lane roundabout, you must:

- decide which exit you want to leave by
- position your vehicle in the correct lane before you reach the roundabout
- signal (left or right) if you intend turning at the roundabout.

On a multi-lane roundabout, lane arrows and signs will tell you which lane to use, depending on where you want to exit the roundabout.

As a general rule, if you want to take the first exit on the left, you must choose the left lane (Example 44 – page 80). If you want to go straight on, you can use either lane (Example 45 – page 80), and if you want to turn right – leaving from the third or any subsequent exits you must choose the right-hand lane (Examples 46 and 47 – page 80), always remembering to give a change of direction signal.

You must also choose the right-hand lane if you want to go all the way round and return the way you came.

You must give way to vehicles already in the roundabout. You should also take particular care of vehicles approaching or about to enter from your right because they may enter the roundabout before you.

In a roundabout

At all times, you should signal with your indicators to let other drivers know your intentions. Immediately before leaving the roundabout (i.e. when passing the exit before your exit) you must signal with your left indicator, unless it is impracticable to do so. For example, the roundabout may be too small to allow your indicator to operate. This tells drivers waiting to enter the roundabout where you intend to exit.

Bicycle riders are permitted to turn right from the far left lane on a multi-lane roundabout provided they give way to any vehicle exiting the roundabout. Drivers must remember to look out for those bicycle riders stopped in the left lane who are giving way to exiting vehicles << see page 94 >>

Example 44 – if you're turning left, approach in the left lane and give a change of direction signal to the left. Stay in the left lane and turn left.

Example 45 – if you're going straight ahead, use either lane (unless the arrows indicate otherwise). You do not need to give a change of direction signal when approaching or entering the roundabout but should give a change of direction signal to the left, if practicable, immediately before you reach your exit and leave the roundabout.

Example 46 – Turn right as follows:

- approach in the right lane
- give a change of direction signal early to go right
- if safe, enter the right lane of the roundabout
- keep in the right lane around the roundabout
- when passing the road before your exit road, give a change of direction signal to the left
- leave by the right lane of your exit road and
- cancel the left signal.

Example 47 – at a roundabout with five or more entry points you must obey the lane arrows and signs.



Example 44
Going left



Example 45
Going straight ahead



Example 46
Going right or all the way round



Example 47
Roundabout with five entry points

Freeways and Expressways

There are a number of freeways (also known as expressways) in South Australia. They are designed to move large numbers of vehicles at higher speeds than on normal roads. Access is controlled and the driver never comes into contact with opposing flows of traffic, unless traffic has been diverted during major road works. All roads that cross a freeway/expressway pass either over or under it by means of bridges.

Joining a freeway or expressway from an entry road:

- as you enter the entry road, give a change of direction signal early
- wait well back in the entry road until you see a safe gap in the freeway/expressway traffic
- take care that traffic in front of you has cleared the entry road
- when safe, accelerate along the entry road to merge with the freeway/expressway traffic at the same speed
- on entering the freeway/expressway, keep a safe following distance for the higher speed.

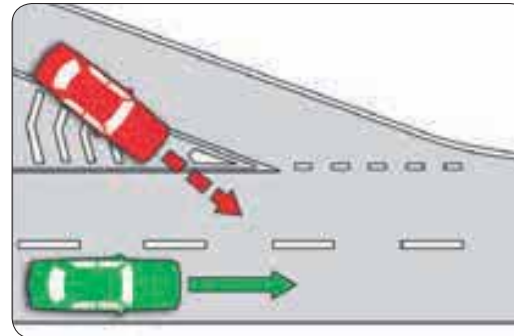
Leaving a freeway or expressway

If you are not going to the end of the freeway or expressway, you will leave by an exit road:

- watch for signs warning you that the exit is near
- move into the appropriate lane in good time
- give a signal as early as you can
- keep indicating when you join the exit road and then reduce speed in the exit road
- take care – when you have been driving for a while at a steady fast speed, it is hard to judge slower speeds - 80 km/h may seem like 60 km/h. Check your speedometer.



Enter freeway/expressway when the safe gap appears and at the same speed as the other freeway/expressway traffic.



Driving across a painted island where roads merge - not permitted.



When leaving the freeway/expressway give a change of direction signal to diverge left and take up position in the left hand lane. Leave left indicator on until you turn into exit ramp.

NOT PERMITTED ON FREEWAYS AND EXPRESSWAYS

You must not:

- make U-turns
- reverse
- park or stop other than in emergencies.

Generally pedestrians, bicycles, animals and animal-drawn vehicles are prohibited from using freeways and expressways unless otherwise indicated.

On a freeway or expressway

- The right lane must be kept for overtaking unless the road is congested, and you must move out of it when you can.
- Do not move out to overtake without first checking your rear-view and side mirrors and signalling your intention.
- When changing lanes, give way to vehicles in other lanes.
- Look over your shoulder to check your blind spot (which is not covered by your mirrors) as a final check before changing lanes.
- Take care – traffic coming from behind may be moving faster than you think.
- Maintain a safe distance from other vehicles at all times, but especially when overtaking.
- Watch for other vehicles merging at entry roads and adjust your speed if necessary. To help other vehicles enter the freeway/expressway, change lanes if it is safe.

Vehicle breakdown

Before beginning your journey try and ensure you have access to a mobile phone whilst travelling. Write down the telephone numbers of the RAA, or other roadside assistance services, and the Traffic Management Centre (1800 018 313) and leave them in your vehicle in case you need them; or program the numbers into your mobile phone.

Breaking down on a freeway or expressway is potentially very dangerous and you should be cautious at all times.

If your vehicle develops a problem you should try and leave the freeway or expressway at the next exit or pull into a service area and turn on your hazard lights.

If you cannot leave the freeway or expressway pull on to the hard shoulder on the left side of the road and stop as far to the left as you can with your wheels turned to the left and your hazard lights on. If the road has help phones installed try and stop near a help phone.

Assess the situation very carefully and do not put yourself in danger by attempting even simple repairs.

If you are able to move a safe distance away from the road it might be safer to leave your vehicle. You and any passengers should stay well away from the roadway and hard shoulder and children should be closely supervised and controlled for their own safety.

Ring the RAA, or other relevant roadside assistance service, to provide assistance. If you consider that your vehicle presents a roadside hazard ring the Traffic Management Centre as well. If you have stopped near a roadside help phone, this can be used too. Inform them of your vehicle type, your situation, and your location as accurately as possible and say if you are a vulnerable motorist such as a person with a disability, older or travelling alone.

If you are travelling through uninhabited or lightly inhabited areas, ensure you have access to drinking water as assistance for breakdowns can take some time to attend.

Please note 75% of breakdowns on freeways or expressways are due to the vehicle running out of petrol, so make sure you have sufficient fuel for your trip.

Obstruction

Blocking an intersection

You must not enter or attempt to cross an intersection if the intersection or road you wish to drive into is blocked by other vehicles.

Driving too slowly

You must not drive so slowly that you obstruct the vehicle or vehicles following you. For example, driving at 20 km/h without a good reason where a speed limit of 80 km/h applies.

Emergency vehicles

It is an offence to obstruct a police or emergency vehicle with the warning siren sounding or displaying red and/or blue flashing lights. You must not move into the path, and must move out of the path of and give way to ensure that the emergency vehicle is provided with a clear and uninterrupted passage. You are allowed to disobey other road rules in order to move out of the way, but only if it is safe to do so.

Blocking or obstructing other road users is not only discourteous but potentially dangerous.



Keeping clear of trams

You must not drive into the path of a tram travelling on tram tracks if there is a continuous yellow line on the left side of and parallel to the track. If a tram approaches, you must not obstruct the tram and must move on as soon as you can do so safely.

<< see page 106 >>

Parking

You must not park or stop your vehicle in a way that could be likely to obstruct other road users or be a danger to other road users.

Further information on loading is contained in the Load Restraint Guide which is available from Customer Service Centres.

Towing and Loads

Loads

The maximum mass (or weight) of any motor vehicle fully loaded, which includes passengers, must not exceed the vehicle's Gross Vehicle Mass (GVM) specified by the manufacturer.

You can check your vehicle's GVM by looking in the vehicle handbook or asking the manufacturer's representative. The information in this section applies only to motor vehicles with a GVM of 4.5 tonnes or less. Also, when the section talks about towing a trailer, the same rules apply when towing a caravan or even another motor vehicle.

Restrictions on loads

You must not drive with a load on a vehicle or trailer that is not properly secured, causes the vehicle or trailer to be unstable, or projects in a way that could be dangerous or cause an obstruction.

Loads on vehicles, including trailers, must not project more than 1.2 metres over the front of the vehicle or 150 mm either side.

Loads that overhang to the rear and cannot be seen easily must have a bright and visible piece of cloth attached by day and a red light by night. There are specific restrictions to rear projection limits.

Fallen loads

You must not deposit or stack anything on a road (or road-related area) without approval. If any article or material, including fuel, falls from your vehicle on to a road, or you place any article or material on a road that could damage the road or cause danger to other road users, you must remove it, or take action to have it removed, as soon as you can do so safely. It is an offence to fail to do so.

Towing

If you wish to tow a trailer, caravan or another motor vehicle, you must first find out if you are allowed to tow with your vehicle by checking in your vehicle handbook or contacting the manufacturer.

If the handbook or manufacturer recommend against towing, you must not use the vehicle to tow, even if a tow bar has been fitted.

Towing capacity

If your vehicle can be used for towing, there are restrictions imposed by the towing capacity of your vehicle and towbar. The trailer's loaded mass must not exceed the towing capacity of your vehicle or the capacity of the towbar (whichever is the lowest). You should also comply with any conditions imposed by the vehicle manufacturer. You can find the towing capacity by looking in the vehicle handbook or contacting the manufacturer.

The towbar should be marked with its towing capacity. Some older towbars may not be marked so you should seek advice from the manufacturer or a suitably qualified person to determine the towbar's capacity.

If no towing capacity is specified for your vehicle or towbar, the trailer's maximum loaded mass must not exceed your vehicle's unladen mass. However, if the trailer has brakes that can be operated from within the towing vehicle you may tow up to 1½ times the towing vehicle's unladen mass. You can check your vehicle's unladen mass and your trailer's laden mass at a licensed weighbridge or at your local sand and metal depot. They must each be weighed while they are NOT connected.

Rules when towing

You must not drive a vehicle towing a trailer unless it is safe to do so. You must obey any speed limit applying to the road and must drive with due care and consideration of other road users. You must also be in control of the trailer (unless towing another motor vehicle and another person is in the towed vehicle and is controlling that vehicle's brakes and steering).

If using a towline of any sort, your vehicle must not be more than 4 metres from the vehicle being towed (motorcycles 2.5 metres). If the towline is longer than 2 metres, it must have a white or brightly-coloured piece of cloth attached in the middle to act as a warning signal to other road users.

<< see page 56 about Long Vehicles >>

Trailer equipment

Trailers that do not have 'break-away' brakes must also be attached to the towing vehicle by means of a chain or cable. If the trailer coupling fails, it must allow safe towing of the trailer and should prevent the drawbar from hitting the road.

All trailers with a Gross Trailer Mass (GTM) of more than 750 kg must be fitted with brakes. To determine the GTM, a loaded trailer must be

placed on a weighbridge. It must be connected to the towing vehicle, which should not be on the weighbridge.

All trailers must have two indicators and those built since July 1973 must have two brake lights and two rear (tail) lights.

Passengers in a trailer

Passengers must not travel in a trailer (including a caravan) that is being towed, or in the load carrying area of a utility or truck unless they are in a seating position that is suitable for their size and weight and is fitted with a seatbelt. This does not apply to a motor vehicle being towed if a person is travelling in the towed vehicle controlling its brakes and steering.

A passenger must not be carried in a trailer, caravan or the boot of a car.



Driving at Night or in Poor Visibility

When driving between sunset and sunrise or in hazardous weather conditions, when rain, dust or fog cause reduced or poor visibility, your vehicle's headlights, rear lights and number plate light must be turned on. It is an offence to drive a vehicle displaying only parking lights during these times.

Visibility can be said to be poor any time when, owing to insufficient daylight or unfavourable conditions, people or vehicles on a road are not clearly visible at a distance of about 100 metres to a person of normal vision.

Pedestrians and bicycles are sometimes hard to see at night and in bad weather. Watch carefully for them.

When driving at night or in poor visibility

- Your driving speed at night should be adjusted to the range of your headlights. Drive so that you can stop well within the distance you can see to be clear ahead.
- Do not look directly at oncoming headlights. You may be dazzled. Look at the left hand side of the road and drive well to the left. If you are dazzled, slow down. If you cannot see, stop.
- You can momentarily flash your headlights on high beam to indicate to another driver that you intend to overtake.
- Keep your windscreen and lights clean.

- Always dip your lights within 200 metres both when an oncoming vehicle is approaching you and when you are approaching the rear of another vehicle. It is an offence to use your lights in such a way that you dazzle other road users.
- Front or rear fog lights can also be used in fog or other hazardous weather conditions causing reduced visibility – but you must switch them off when visibility improves.
- To reduce the effect of being dazzled by the headlights of on-coming vehicles at night, before starting your journey, thoroughly clean your windscreen inside and outside of insects and dust. Regularly clean your windscreen and lights throughout your journey (usually at refuelling or rest stops).

Hazard warning lights

You must not use your hazard warning lights unless your vehicle is stopped or going slowly and causing an obstruction, or is stopped in an emergency lane.

Hazard warning lights can be used by drivers:

- in hazardous weather conditions
- as part of an anti-theft device
- if you are stopping to sell a product (such as ice-creams)
- by the driver of a school bus when picking up or setting down passengers.

Warning device (horn)

You must sound your warning device only to warn others of danger. You must not use your warning device to create unnecessary or offensive noise. Musical warning devices are not permitted.

Parking at night or in poor visibility

If you leave your vehicle on the road at night or when visibility is poor, it must have front and rear parking lights alight unless it is made clearly visible from a distance of 200 metres by a lighted street light or other lamp.

If your vehicle is 2.2 metres wide or wider, you must always have the clearance and side marker lights alight at night or in poor visibility.

Rear vision mirrors

Your vehicle must have a mirror or mirrors fitted so that you can have a clear view of any vehicle approaching from behind. If, for any reason, your view from an internally-fitted mirror is obscured, external mirrors must be fitted that provide a clear view.

Panel vans and utilities must be fitted with two external rear vision mirrors. At least one mirror must be fitted to each side of any vehicle when towing a trailer that is wider than the towing vehicle. Motorcycles built after June 1975 must also have a rear vision mirror on each side.

Check list

Your vehicle needs to be fitted with:

- **lights** – headlights, tail lights, number plate light, parking lights
- **horn**
- **mirrors** – an internal rear view mirror, and if this does not offer a clear view, side mounted rear view mirrors.

This equipment must be kept functional and clean.



Motorcycles

Motorcycles are classified as motor vehicles and are therefore subject to the same general road rules as cars, trucks and other motor vehicles. Specific road laws apply to motorcycle riders. These are:

- an approved helmet must always be worn
- motorcycles built after June 1975 must have two rear view mirrors to provide a clear view of the road behind
- only one pillion passenger may be carried and then only if the bike is fitted with proper footrests and seating
- pillion passengers must always sit astride the seat facing forwards and with both feet on the footrests
- learner riders must not carry a pillion passenger unless the passenger is acting as a qualified supervising driver and the person has held a current unconditional Class R licence for the preceding two years
- overtaking on the left of another vehicle in the same lane is illegal
- riders may ride two-abreast but no more than 1.5 metres apart
- both the rider and passenger are responsible for ensuring the passenger wears an approved helmet
- a child under the age of eight years cannot be carried as a pillion passenger on a motorcycle. They may only be carried in a sidecar
- all sidecar passengers must be safely seated at all times that the motorcycle is moving
- an animal cannot be carried on the petrol tank of a motorcycle (except a farm animal carried for less than 500 metres).

Lane Filtering

Lane filtering is when a motorcyclist travels at low speed in between two lines of stationary or slow moving traffic travelling in the same direction.

Strict conditions apply to lane filtering:

- only permitted when safe to do so
- only permitted at speeds of 30km/h or slower
- only permitted by R and R-Date licensed motorcyclists. Learner's Permit holders, P1 Provisional licence holders and moped riders with a car licence only must not lane filter
- not permitted in a school zone or across pedestrian and children's crossings
- not permitted next to parked cars or between vehicles and the kerb, or on roundabouts
- not permitted in bicycle, bus or tram lanes.

Being seen

The outline of a motorcycle is about one-third the size of a car, which makes it difficult for drivers to see them especially among other vehicles.

Remember that a motorcycle rider can see a car much better than a driver can see a motorcycle.

To improve your chances of being seen by other road users, it is recommended that you:

- wear bright coloured clothing
- ride with your headlight on at all times
- ride in a position on the road that provides maximum safety and visibility of your motorcycle to other road users (especially not in the blind spots of other vehicles).



Equipment and clothing

When choosing equipment and clothing, bear in mind the purpose: VISIBILITY as well as PROTECTION.

Compulsory equipment

A motorcyclist, any pillion passenger and any passenger in a side car must wear an approved safety helmet.

An 'approved' helmet is a helmet manufactured, tested and marked in accordance with the requirements of the Australian Standard (AS 1698) or European Standard (ECE 22.05) as specified in the **Road Traffic (Miscellaneous) Regulations 2014**.

Further information about motorcyclist safety can be found in the Rider's Safety Handbook on mylicence.sa.gov.au.

A white or brightly coloured helmet provides good visibility both by day and night. The helmet must be a snug fit and fastened at all times.

Recommended equipment

Clothing of strong, brightly coloured material covering arms and legs is recommended.

Leather gloves offer good protection for hands and enclosed, sturdy footwear protects feet.

You should never ride in sandals, thongs or bare feet.

Motor vehicle drivers also need to know the rules and responsibilities of bicycle riders.

Road rules for bicycle riders

The South Australian Road Traffic Act including the Australian Road Rules define the rules and responsibilities of all road users, including bicycle riders. The following section, pages 90 to 96, outlines rules that apply specifically to bicycle riders and includes other relevant road rules.

Bicycles are classified as vehicles and therefore bicycle riders have the same responsibilities, and must obey the same rules, as motor vehicle drivers. Remember:

- You can be charged with a traffic offence in the same way as a motor vehicle driver. This includes incurring demerit points against your driver's licence if you hold one. If you do not hold a driver's licence you will still incur demerit points which can prohibit you from obtaining a licence in the future.
- Although the law gives you the same rights and responsibilities as other road users, other road users may not be aware of this
- You are more easily injured than motor vehicle occupants and it is therefore safer for you to be highly visible and look out for other road users when riding
- The law does not give anyone indisputable right of way, nor should you assume that another road user is going to give way
- Some people will judge all bicycle riders by your actions. If you disregard the road rules, you can undermine the goodwill of other road users.

Bicycle helmets

When riding, you must wear an approved bicycle helmet that is properly adjusted and securely fastened. An approved bicycle helmet must comply with Australian Standard AS/NZ2063 which will appear on the helmet, and shops must not sell or offer bicycle helmets for sale unless they meet this standard. This also applies to any passenger that you may have on your bicycle.

Riding at night and in hazardous weather

Riding when visibility is reduced such as at night or in hazardous weather conditions (heavy rain), you must have (either on you or on your bicycle):

- a flashing or steady white light that is clearly visible at least 200 metres from the front of the bicycle
- a flashing or steady red light that is clearly visible at least 200 metres from the rear of the bicycle
- a red rear reflector that is clearly visible for at least 50 metres from the rear of the bicycle when light is projected on to it by a vehicle headlight on low beam.

Keeping to the left

You must keep as close as reasonably practicable to the left side of the road except:

- when making, or about to make, a right turn
- where the road is divided into lanes
- when overtaking.

In deciding how close to the left side of the road or path is 'reasonably practicable', you should take into account factors such as obstacles in your path, lighting conditions at the time, and the quality of the riding surface.

Causing a hazard

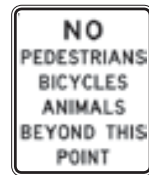
You must not cause a traffic hazard (cause danger to yourself or others) by riding into the path of a driver or pedestrian.

For example, if you move out to pass a parked car or avoid an obstacle without checking behind for other road vehicles, you can cause danger to yourself or others. You should only move out to pass a parked car or avoid an obstacle when it is safe to do so.

'No bicycles' signs

You must not ride on a length of road or path to which a Road Access sign or a No Bicycles sign applies (see diagrams).

These signs apply to all riders.



Road Access sign



No Bicycles sign

Hand signals

You must give a hand signal when preparing to turn right, diverge right or when changing lanes to the right. However, when undertaking a hook turn, you do not need to give a hand signal (see Hook turns – page 95).

Riding and seating position

When riding, you must face forward and be in a seat designed for travelling on a bicycle. You must not ride the bicycle seated in any other position, e.g. on the handlebars or the crossbar.

Carrying passengers

You must not carry more passengers than the bicycle is designed or equipped to carry. Most bicycles are designed to carry only the rider, however there are exceptions including child carrier seats, tandems

and bicycle trailers. Extra persons are not to be carried unless they are in a seat designed for a passenger.

Riding without hands on the handlebars

You must always have at least one hand on the handlebars and have proper control of the bicycle.

Holding onto a moving vehicle

You must not be towed or hold on to a moving vehicle, including another bicycle rider.

Leading an animal

You must not lead (on a leash or any other leading device) an animal from a vehicle, including a bicycle.

Slip streaming or pacing

You must not ride within two metres of the back of a moving motor vehicle for more than 200 metres.

Speed limits

Bicycle riders must obey the same speed limits as drivers of motor vehicles.

Alcohol

No person can drink alcohol without affecting their ability to drive a vehicle or ride a motorcycle or bicycle. It is also an offence to ride a bicycle 'under the influence' (DUI).

Warning device

Every bicycle must have within easy reach a functioning warning device, such as a bell or horn.

Bicycle lanes

Bicycle lanes are for the exclusive use of bicycle riders. These lanes are indicated by bicycle lane signs or by road markings comprising both a white bicycle symbol and the word 'lane' painted in white. The lanes operate during the times indicated. If no times are stated, they operate at all times.

Green bicycle lanes are installed at intersections where there is a higher potential for conflict between motor vehicles and bicycles. They clearly highlight the boundaries of a bicycle lane and the road.

If you are riding on a road with a bicycle lane, you must if practicable, ride in the bicycle lane. You may move out of the bicycle lane to avoid debris, potholes, or to safely overtake another bicycle rider. You must only ride in the correct direction in the bicycle lane.

Where there is insufficient room for two riders to ride abreast in a bicycle lane, as a courtesy you should try and ride in single file. During the bicycle lane operating times, you must not ride outside a bicycle lane abreast of another rider unless you are overtaking.

Other road users are permitted to use a bicycle lane only when:

- the bicycle lane is not in operation
- stopping in an emergency
- entering or leaving the road from private property, a parking area, including a parking lane, or another road (and then only for up to 50 metres)



Bicycle Lane operates at all times sign



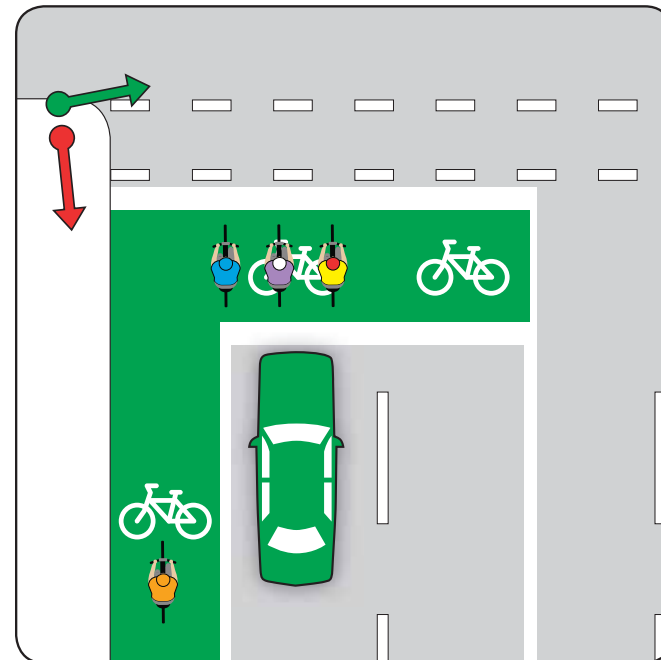
Bicycle Lane operates at times stated sign



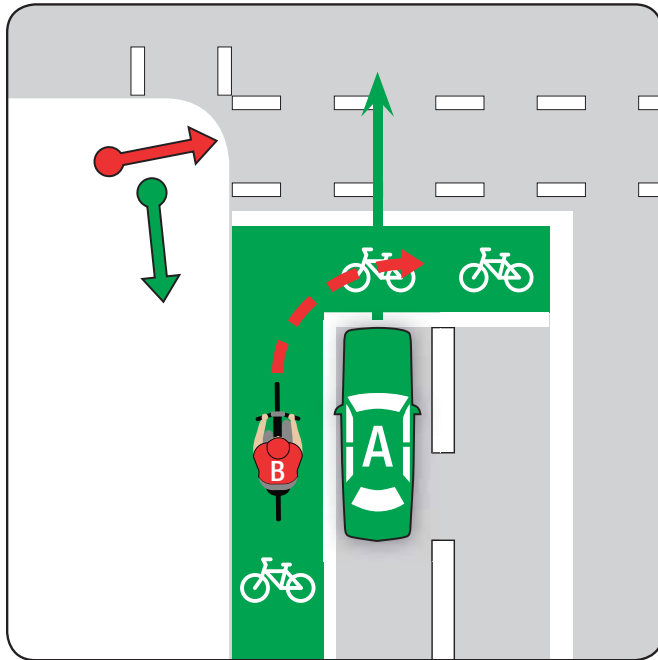
- overtaking a vehicle turning right or making a U-turn (and then only for up to 50 metres)
- avoiding an obstruction (and then only for up to 50 metres)
- driving a bus or taxi picking up or dropping off passengers (and then only for up to 50 metres).

Bicycle storage areas (Bicycle boxes)

A bicycle storage area is a safety feature at an intersection with traffic lights to allow bicycle riders to be more visible to drivers. It is represented on the road with a white bicycle symbol and the area may be painted green.



- At a red traffic signal, bicycle riders wanting to turn left or go straight must keep to the left of the bicycle storage area (bike box).
- Bicycle riders wanting to turn right must keep to the right of the bicycle storage area (bike box).



A bicycle rider must give way to all vehicles and not enter a bike storage area if the traffic lights are green.

When entering a bicycle storage area, a bicycle rider must give way:

- to any vehicle that is in the area
- if the area is before any green or yellow traffic lights, any vehicle that is entering or about to enter the area, unless the motor vehicle is turning in a direction that is subject to a red traffic arrow
- if the area forms part of a lane to which traffic arrows apply, any vehicle that is entering or about to enter the area at a time when those arrows are green or yellow.

Giving way to buses

All vehicles in the left lane (including a bicycle lane) must give way to any bus displaying a Give Way to Buses sign and is indicating its intention to rejoin the traffic flow.



Give Way to Buses sign

Bus lanes

You are permitted to ride in bus lanes; however you should not obstruct a bus using the lane and ride as close as reasonably practicable to the left side.



Bus Lane operates at all times sign



Bus Lane operates at stated times sign



Bus only lane

You are not permitted to ride in a Bus Only Lane. These lanes are usually coloured red and in South Australia most have a bicycle lane adjacent for bicycle riders to ride in.

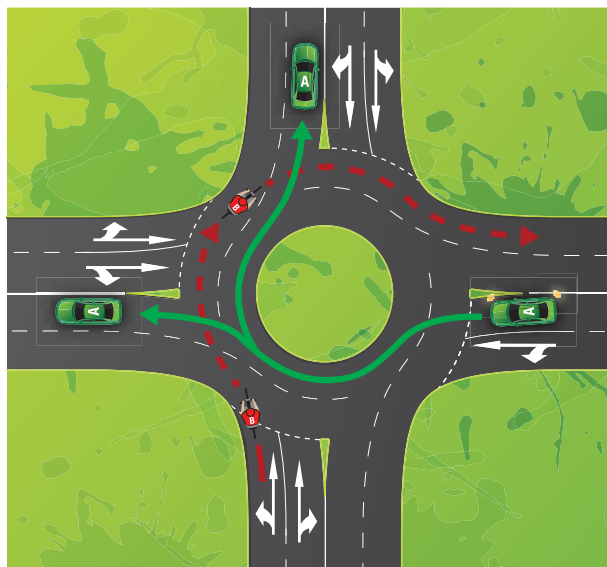
When there is a separate signal for buses (a white 'B' light) at an intersection, you must allow the bus to proceed on that signal. It is illegal for any other vehicle, including a bicycle, to proceed on the white 'B' signal.



Bus Only Lane sign

Roundabouts

Like all motorists entering a roundabout, bicycle riders must give way to vehicles already on the roundabout and should look out for vehicles



Bicycle riders in the far left lane of a multi lane roundabout must give way to any vehicle leaving the roundabout.

approaching the roundabout from the right. You may turn right from either lane of a multi-lane roundabout. However, if you are riding in the far left lane, you must give way to any vehicle leaving the roundabout.

Riding abreast

You may ride beside another bicycle rider on a road but must not ride more than 1.5 metres apart. Three or more bicycle riders must not ride beside each other, although you are permitted to overtake other bicycle riders that are riding beside each other. You must not ride outside a bicycle lane abreast of another rider in a bicycle lane unless you are overtaking (see Bicycle Lanes, p.92).

Passing (overtaking) vehicles on the left

Whether you are riding in a marked bicycle lane or sharing a lane with a vehicle, a bicycle rider must not pass or overtake on the left of any vehicle that is giving a left change of direction signal and is turning left. A bicycle rider may pass or overtake a vehicle on the left when the vehicle is giving a left change of direction signal and is stationary or moving forward to turn left. Once the vehicle begins turning left the rider must not ride past or overtake the vehicle on the left.

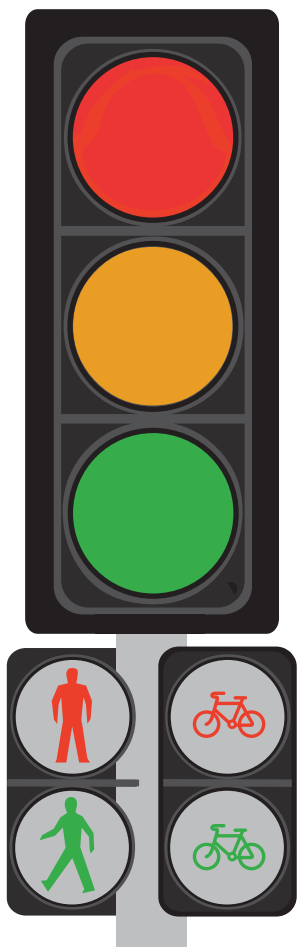
A driver turning left through a break in a dividing strip must give way to any bicycle rider travelling in the bicycle lane. A dividing strip is a painted area or a raised structure, located between intersections, separating the bicycle lane from a marked lane. Drivers must not overtake a bicycle rider and then turn left in front of the bicycle riders path without due care and consideration to the movement and safety of the bicycle rider.

Pedestrian and Children's crossings

There are special rules that apply at children's crossings (i.e. crossings with red and white posts and orange flags or flashing lights).

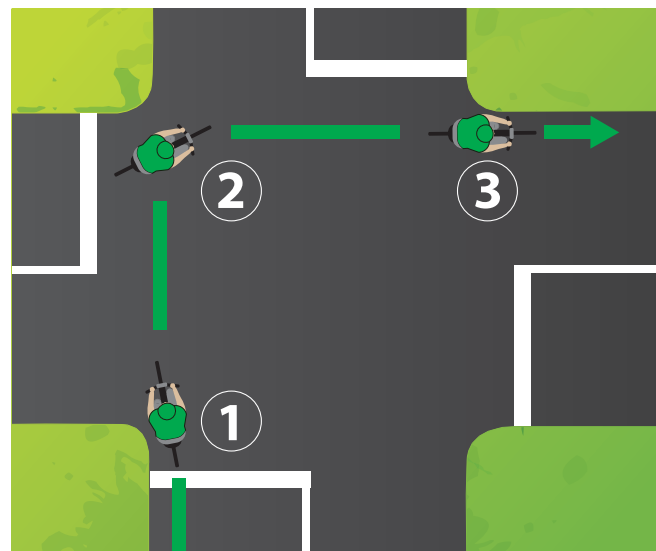
All road users (including bicycle riders) must give way to pedestrians on children's crossings. You must not overtake another vehicle that has stopped at a crossing to give way to pedestrians, either to the right or left of that vehicle. You must remain stationary if any pedestrian is on or entering the crossing.

Bicycle crossing lights



Bicycle crossings have been installed to assist bicycle riders to cross busy roads – the same way in which pedestrian lights assist pedestrians.

If you are approaching or at bicycle crossing lights, you must obey the lights and only proceed when the traffic or bicycle light is green.



How to make a hook turn

Hook turns

When turning right at an intersection, you have the option of making a hook turn (from the left lane), rather than making a normal right turn. A hook turn may be more convenient on some roads, such as those with heavy traffic. When making a hook turn, you must obey all traffic laws such as only proceeding on a green light and giving way to other traffic.

When making a hook turn you must complete the following steps (see diagram right):

1. Approach and enter the intersection from the left side.
2. Move forward and wait on the opposite left corner.
3. Then proceed onto the road to which the right turn was to be made.

Rules for paths

This section explains the different types of 'off-road' paths available to bicycle riders and some associated rules bicycle riders must follow when using them.

When riding on any path you must:

- exercise due care and consideration for pedestrians and other users
- give warning to pedestrians or other path users by sounding your bell or horn or by other means, if necessary for the purpose of averting danger
- keep to the left of any oncoming bicycle rider
- wear an approved bicycle helmet that is properly secured and fastened.

When riding on footpaths or shared paths you must:

- keep to the left of the path unless it is impracticable to do so
- give way to any pedestrians.

Footpaths

Bicycle riders are allowed to ride on a footpath unless a No Bicycles sign is displayed.

Bicycle paths

A bicycle path is for the exclusive use of bicycle riders and is identified by signs and path markings.



Bicycle path sign

Shared paths

There are an increasing number of paths that can be used by bicycle riders. In most cases, these are shared paths with pedestrians. These paths are identified by signs.



Shared path sign

Separated paths

A separated path is divided into sections, one of which is designated for the exclusive use of bicycle riders and the other for pedestrians. These paths are identified by signs and path markings and you must not ride along the part of the path designated for pedestrians.



Separated path sign

Parks and private property

Some parks do not allow bicycle riding within their grounds. If you are unsure about bicycle access, you should contact the Department of Environment, Water and Natural Resources, or the appropriate local council or land owner for advice.



Parking

Parking is when you stop and allow your vehicle to stay in one place, whether or not you leave the vehicle unattended. Parking is allowed in many places on the road and in road-related areas and you should always obey any signs.

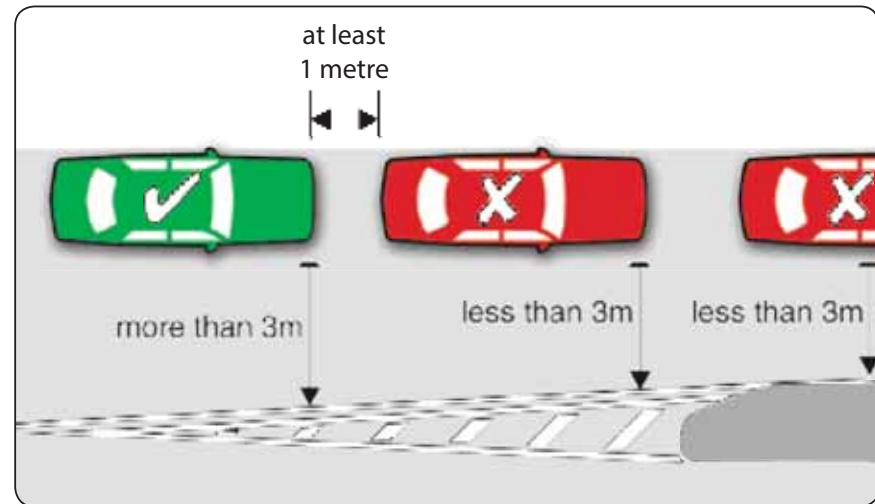
At all times when stopping or parking, you must not open the doors of the vehicle so as to endanger bicycle riders, pedestrians or other road users.

Parallel parking

Unless there are signs or markings on the road to indicate some other method, you must park parallel to the edge of the road and footpath. The rules are:

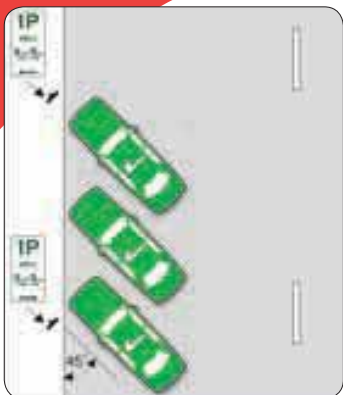
- park your vehicle so that it is facing in the same direction as the moving traffic
- in a two-way road, park your vehicle parallel to and as near as practicable to the left edge of the road
- in a one-way road, park parallel to and as near as practicable to the left or right edge of the road
- where parking bays are marked on the road, leave your vehicle entirely within a single bay, unless the vehicle is too wide or long to fit completely within the bay
- where there are no parking bays, leave at least one metre between your vehicle and the vehicles in front and behind

- unless permitted by a parking sign, leave a minimum of three metres between your vehicle and any continuous dividing line, dividing strip (Example 48) or, if on a narrow road, the other side of the road
- if your vehicle is a heavy or long vehicle, it must be parked in the minimum number of parking bays, if there are parking bays available.



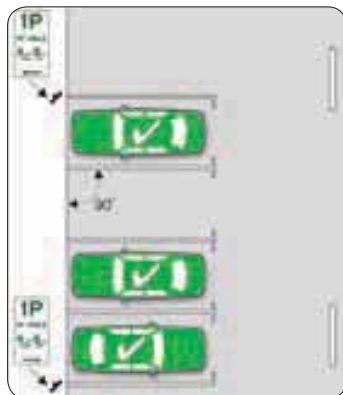
Example 48

Parallel parking — minimum distance from other vehicles and dividing strip
In the example, the vehicles marked with an 'X' are parked in contravention of this rule.



Example 49

Parking front to the kerb at 45° at the side of a two-way road.



Example 50

Parking front or rear to the kerb at 90° at the side of a two-way road.

Angle parking

Angle parking is indicated by signs or road markings. It means you must park your vehicle at the appropriate angle to the kerb, as indicated by the sign or markings on the road, and you must park entirely within a parking bay.

If a sign states angle parking is allowed at an angle other than 90°, the driver must park with the front of the vehicle to the kerb unless a sign indicates otherwise.

If a sign states Angle Parking but does not give the exact angle, you must park at 45° with the front of the vehicle to the kerb (Example 49) unless a sign indicates otherwise.

If a sign or markings indicate 90° parking, you may park with your front or rear to the kerb (Example 50) unless a sign indicates otherwise.

Heavy vehicles

If your vehicle is a heavy or long vehicle:

- it must not obstruct other road users or pedestrians
- it must not be parked on a road in a built-up area for more than one hour unless:
 - a sign or traffic control device allows a longer period
 - the driver is dropping off or picking up goods and stays for no longer than is necessary to complete the task
 - a local council has granted an exemption.

A vehicle is a heavy vehicle if it has a Gross Vehicle Mass of 4.5 tonnes or more.

A vehicle is a long vehicle if, together with any load, projection, caravan or trailer, it is 7.5 metres long or longer.

<< see page 56 about Long Vehicles >>

No Stopping

To 'stop' a vehicle means to stop and remain stationary for even a short period of time. You must not stop or park your vehicle in any area where a 'No Stopping' sign or a continuous yellow edge line applies, even to pick up or set down passengers or goods.

No Parking

You must not park your vehicle in an area where a 'No Parking' sign applies, unless:

- you are dropping off or picking up passengers or goods
- you do not leave the vehicle unattended – that is, move more than three metres away and
- you complete the dropping off or picking up as soon as possible – in any case, within two minutes.

Please note: a No Standing sign has the same meaning as a No Stopping sign.



No Stopping sign
(for a length
of road)

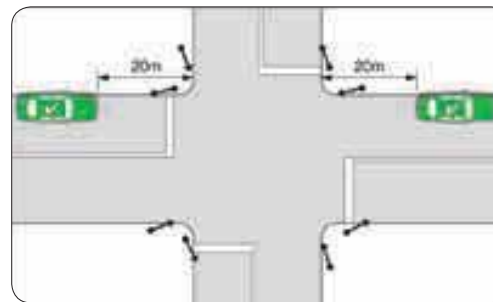


No Parking sign
(for a length
of road)

Where Stopping and Parking are banned

Unless a sign permits you to do otherwise, you must not stop or park your vehicle:

- within 20 metres of an intersection with traffic lights (Example 51)
- within 10 metres of an intersection without traffic lights, except when parking on the continuing road of a T-intersection opposite the terminating road (Example 52)
- on or across a driveway (Example 53 – page 100), laneway, gates, or doors by which vehicles enter or leave, unless you are dropping off or picking up passengers, or opening/closing the gates
- on or across a footpath, or a footpath ramp
- on a pedestrian crossing or within 20 metres before, or 10 metres after a pedestrian crossing (Examples 54 and 55 – page 100).



Example 51
Measurement of distance — intersection
with traffic lights.



Example 52
Measurement of distance — T-intersection
without traffic lights.

- on an area of road on which the words 'Keep Clear' are marked
- within one metre of a fire hydrant, fire hydrant indicator or fire plug indicator
- within 20 metres before and after the nearest rail or track of a railway or tram level crossing (Example 16 – page 71)
- 20 metres before and 10 metres after a bus stop
- in a bus zone indicated by signs
- next to a vehicle that is parked at the side of a road (double parking)
- in a Loading Zone, unless you are:
 - driving a commercial vehicle loading or unloading goods (and then for no longer than 30 minutes or as indicated on the sign)
 - driving another sort of vehicle and loading or unloading a cargo that is difficult to handle due to its weight or size (and then for no longer than 30 minutes or as indicated by the sign)
 - driving a public bus or taxi (and then only to immediately set down or pick up passengers)
 - permitted to park, as indicated by the sign
- on any bridge, tunnel, causeway, ramp or culvert, unless the road is at least as wide on or in the structure as it is on each of the approaches
- on or near a crest or curve outside a built-up area unless you can be seen for at least 100 metres by drivers travelling in the same direction
- in a zoned area, unless your vehicle is of the type allowed, such as a taxi in a taxi zone
- in a lane designated for a particular type of vehicle, such as bus lane or bicycle lane, unless you are driving that sort of vehicle
- on a footpath, dividing strip, or nature strip

- within three metres of a post box unless dropping off, or picking up, passengers or mail
- where a motorcycle or bicycle parking sign applies, unless riding a motorcycle or bicycle respectively
- in a parking area reserved for people with disabilities, unless displaying a valid permit
- on a painted island.

A person driving a vehicle fitted with an alcohol interlock device would have a defence to a parking offence provided they remain with the vehicle and stop for no longer than necessary to comply with the scheme's conditions.

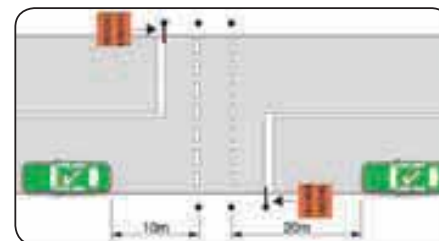
Example 53

Blocking a driveway
The vehicle marked 'X' is parked illegally.



Example 54

Measurement of distance
— children's crossing with red and white posts (an 'emu' crossing).



Example 55

Measurement of distance
— pedestrian crossing.



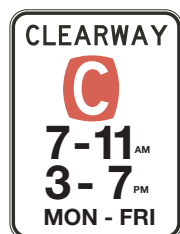
Causing an obstruction or danger

It is an offence to stop or park a vehicle on a road in a position that could:

- cause or be likely to cause danger to other traffic or people
- be likely to obstruct traffic on a road.

Clearways

A Clearway is a length of road indicated by a sign(s) on which stopping and/or parking are restricted during times of peak traffic use. The operating hours are indicated on signs at the start of and in the Clearway. You must not stop on a Clearway, including setting down or picking up passengers, during the operating hours. Buses are exempt.



Clearway sign indicating the beginning of the Clearway



End clearway sign indicating the end of the Clearway



Time limits

Where there is a time limit indicated by a sign, you must not park in the zone for longer than the specified time limit.

It is an offence to exceed the maximum time limit indicated on the parking sign by placing more coins in a parking meter or ticket dispensing machine.

Australian disability parking scheme

A vehicle displaying an Australian disability parking permit is allowed to park as follows:

- if the time limit on the parking sign is less than 30 minutes they can park for 30 minutes
- if the time limit on the sign is 30 minutes to an hour they can park for two hours
- if the time limit on the sign is more than 1 hour they can park for twice the period of time indicated on the sign



If a fee is payable to park on a street a permit holder is required to pay for the time stated on the parking sign but does not have to pay for the additional time they are permitted to stop.

Please note the additional time allowance does not apply to parking spaces set aside for people with disabilities.

Parking at night

You can leave your vehicle parked on the road at night without the parking lights on if there is a street light or other lamp alight that is making it clearly visible from a distance of 200 metres. Otherwise, if you leave your vehicle parked on the road at night, it must have front and rear parking lights alight.

If a vehicle is 2.2 metres wide or wider, you must have the clearance and side marker lights alight for the safety of other road users unless there is street lighting making it clearly visible from a distance of at least 200 metres.



General exemptions to stopping and parking rules

The parking rules referred to previously, do not apply under the following circumstances:

- to avoid a collision
- if your vehicle is disabled
- because of the condition of driver or passengers, in the interests of safety
- to deal with a medical emergency
- to obey the directions of a police officer
- to comply with another law.

In each case, you must not park or stop for any longer than is necessary in the circumstances and you should move your vehicle as soon as you can.

These exemptions do not apply to the requirements to:

- have lights on a parked vehicle at night (see Parking at night)
- obey a 'Keep Clear' road marking.

Tow-trucks, emergency vehicles and postal vehicles are exempt when acting in the course of their duties.

Buses are permitted to stop to pick up and drop off passengers, but not on the South-Eastern Freeway and the Southern Expressway.

On the South-Eastern Freeway and the Southern Expressway, you may only stop in the emergency stopping lane and then only in an emergency.

Mobile phones while driving

You must not use a hand-held mobile phone while your vehicle is moving or is stationary in traffic (for example, at traffic lights). You may, however, use a hand-held mobile phone while your vehicle is parked.

- If a person wishes to make or receive a call, including dialling a number and needs to touch any part of the phone to do so, that phone must be mounted (in a mounting commercially designed and manufactured for that purpose).
- If the phone is being used via blue tooth, a headset or earphones without touching, holding or resting the phone on their body, the driver may touch the earpiece or headphone to operate the phone (the phone may be located anywhere in the vehicle, including the driver's pocket or pouch they are wearing).



Research has shown that using a mobile phone while driving increases crash risk by at least 4 times. There is no safe level of mobile use while driving.

- It is an offence to create, send or look at a text, video message or email on a mobile phone.
- It is an offence to make or receive a video call on a mobile phone whilst your vehicle is moving.
- Drivers of police or emergency vehicles are exempt.

This does not apply to a driver's aid, such as vehicle system equipment, dispatch system, ticket issuing machine, navigational system, rear view screen, or closed circuit security camera.

Using the GPS function on a mobile phone while driving

You can use the GPS function on your mobile phone only if the phone is fixed to the vehicle in a commercially designed and manufactured cradle and you do not touch it while you are driving. You will need to set the GPS location on your mobile phone before starting your journey and if you need to make any changes while you are driving, you will need to pull over and park before making those changes.

Remember, if you are a learner's permit or provisional (P1) licence holder you are prohibited from using any type of mobile phone function while driving. The mobile phone ban includes:

- using hands-free mode including Bluetooth technology
- loud speaker operation
- GPS
- text messaging.

Miscellaneous Rules

Keeping within a vehicle

You must not drive with any part of your body outside the vehicle, except:

- when giving a hand signal
- when carrying out door-to-door delivery/garbage collection (and then at less than 25 km/h).

You must not allow any passenger in a vehicle you are driving to have any part of his or her body outside the vehicle. This rule does not include motorcycle riders and their passengers.

Riding outside a vehicle

You must not allow any person to ride on the roof or bonnet of your vehicle, or any other external part of the vehicle. For example, if you are driving a 4WD vehicle, you must not allow any person to ride on the side or rear steps, or the roof rack ladder.

Carrying passengers in utilities or panel vans

You must not drive with a person or people in or on a part of a vehicle primarily designed for the carriage of goods. This means passengers cannot travel in the back of a utility or panel van.

Animal or passenger on lap

A driver must not drive with an animal or passenger on their lap.

Leading animals

Neither the driver nor the passenger can lead an animal while the vehicle is being driven, including a bicycle.

Safety Ramp

A safety ramp is an area made of a special material designed to stop runaway vehicles. A driver must not drive in a safety ramp unless in the interest of road safety.

Carrying passengers in trailers

You must not drive with a person or people in or on a trailer, including a caravan.

Opening doors

You must not cause a hazard, nor must your passengers cause a hazard, to any other road user by opening a vehicle door or leaving it open. You and your passengers must not endanger other road users, such as bicycle riders, when getting out of or off of your vehicle.

You (and your passengers) must keep your whole body within a vehicle, and must not travel on the outside of a vehicle, in a utility or trailer, or in a caravan.

When a vehicle is moving

You must not get on or off (or into or out of) a moving vehicle unless you are engaged in door-to-door delivery or collection, such as milk delivery or garbage collection, and the vehicle is not travelling at more than 5 km/h.

Televisions and Visual Display Units

You must not drive a vehicle that has a television receiver or visual display unit (such as a DVD player) that is in operation and visible to the driver or the driver of another vehicle. This does not apply to driver's aids such as navigational equipment.

Defective vehicles

You must not drive on the road, a vehicle that does not comply with the roadworthiness requirements of the *Road Traffic Act 1961*. If your vehicle is defective, you may be stopped at any time by a police officer and issued with a defect notice that will require you to have certain repairs undertaken. Government inspectors also have the power to stop and inspect a vehicle for roadworthiness. Defect notices can instruct an owner or driver – until repairs have been made and approved – not to drive the vehicle on the road or not to sell or dispose of the vehicle.

Unnecessary noise or smoke

You must not start or drive a vehicle in a way that makes unnecessary noise or smoke.

For example, causing the wheels of a vehicle to spin and lose traction may make unnecessary noise or smoke.

It is also an offence for your vehicle to emit visible emissions for more than 10 seconds. This does not apply to emissions visible only because of heat or the condensation of water vapour.

Obeying directions

You must obey directions given by a Police officer or another authorised person.

At ferries, you must obey directions given by the ferry officer.

If traffic is being controlled by a Police officer or another authorised person, the directions must be obeyed in preference to traffic signals or signs.

If traffic is being controlled at a road works site by traffic lights or hand-held Stop-Go signs, you must obey the directions given.

Radar detectors and similar devices

It is an offence to drive a vehicle if the vehicle, or trailer being towed by the vehicle, has a device for preventing the effective use of a speed measuring device, or a device for detecting the use of a speed measuring device.

Protection of roads

If you cause any damage to a road surface, bridge or traffic control device, you are required, as soon as practicable, to advise the Police or the Department.



Remember, pedestrians can run out onto the road to catch a tram without looking, so take extra care and look out for them.

Trams

South Australia has extended its tramway and trams are now a major part of the metropolitan road network.

Drivers and pedestrians need to be aware of the road rules associated with trams so everyone can share the road safely.

Drivers should always take extra care when driving near trams and be on the lookout for pedestrians who cross the road to catch a tram without looking.

Tram lanes and passing trams

Unless they are part of an off-road tramway where vehicles are not permitted, tram tracks are positioned in the middle of the road in specially marked tram lanes.

Unless specifically allowed, drivers must not drive in tram lanes.

Drivers must not drive past or overtake a tram to the right, unless allowed to do so by a traffic sign or road marking.

Additionally drivers must not drive past or overtake a tram to the left if the tram is turning left, or signalling to turn left, unless the driver is also turning left and there is no danger of a collision.



Driving past a tram safety zone

A tram safety zone is an area of a road that is indicated by safety zone signs at a tram stop and by a structure on the road such as a dividing strip or traffic island.

When driving past a tram safety zone a driver must drive to the left of the safety zone at a speed that would not endanger any pedestrian crossing the road.



Giving way to pedestrians and driving past a stopped tram

If a tram stops on a road without a safety zone, dividing strip or traffic island a driver must stop and not proceed if there is any pedestrian on the road.

If there are no pedestrians crossing the road a driver may drive past a stationary tram where there is no safety zone, dividing strip or traffic island at a speed not exceeding 10 kilometres per hour.

Drivers and Licensing

This section covers how to obtain and retain a permit or licence to drive motor vehicles and ride motorcycles. It explains how you progress through the Graduated Licensing Scheme, including obtaining your learner's permit, passing the Hazard Perception Test, and moving through the two stages of Provisional Licence before obtaining your full licence. It details the two methods by which you can qualify for your licence - the Vehicle On Road Test (VORT) method or the Competency Based Training & Assessment (CBT&A) method.



Obtaining a Licence

Learner's permit or licence

Application forms can be obtained at any Customer Service Centre and some remote country police stations. The locations of Customer Service Centres are listed on the inside back cover of this handbook.

Proof of your identity and address

You must provide evidence of your identity and address when applying for a licence or learner's permit in South Australia for the first time. (refer to page 109 for the list of acceptable evidence of identity documents).

You must produce your driver's licence when applying for:

- a renewal of your licence
- a change of licence class to drive other classes of vehicles.

Unless your photograph and signature has already been digitally stored in the South Australian Licensing System; otherwise evidence of identity (including your current address) is required.

You must produce your current driver's licence or learner's permit when undertaking a practical driving test, hazard perception test or Competency Based Training & Assessment (CBT&A) course.

Identification documents

You are required to provide at least three evidence of identity documents, either one primary and two secondary documents or two primary and one secondary documents.

These documents together must show your

- Full name
- Date of birth
- Signature, and
- Current South Australian residential address
- Evidence of change of name if you have changed your name or your name is different to the documents presented

If the three documents you present do not provide evidence of your current South Australian address you must present a further document that does.

If your document(s) only show your middle name(s) as an initial(s), you must present another acceptable primary document which shows what the initial stands for.

Translations from an approved translator based in Australia must also be presented if the documents are not in English.

You must provide original documents. Photocopies, certified extracts of original documents and commemorative certificates are not acceptable. If you are genuinely unable to provide acceptable documents, you may be required to produce a satisfactory alternative document or to complete a non-standard evidence of identity verification form.

The following criteria do not constitute a genuine inability to produce an original identity document:

- there is an expense in obtaining the documents from the relevant source (but they are obtainable); or
- the documents have been misplaced, stolen or destroyed (but they can be located or replaced).

You will be asked to provide consent as part of your application to your document(s) being checked with the document issuer or official record holder via third party systems for the purpose of confirming your identity.

Primary Evidence of Identity

(All primary evidence of identity documents must be in hard copy/physical format or presented with a hard copy/physical document)

- A current Australian passport or one that has expired within the previous three years;
- A current New Zealand passport (where the Australian visa cannot be verified);
- An Australian Births, Deaths and Marriages office issued full birth certificate showing parental details (a commemorative certificate, or extract is not acceptable);
- A current Australian visa (with a foreign passport and accompanied by a visa grant notice) or an electronic travel authority (with a foreign passport);
- An Australian Government ImmiCard (current or expired) (Evidence of Immigration Status or Australian Migration Status or Permanent Resident Evidence or Residence Determination) issued by the Department of Home Affairs;
- Australian Citizenship Certificate, Certificate of Naturalisation; Declaratory Certificate of Australian Citizenship; Evidentiary Certificate of Australian Citizenship; Citizenship by Descent extracts (formerly Registration of Citizenship by Descent); or Adoption in accordance with the Hague convention on inter-country adoption certificate issued by the Department of Home Affairs;
- A Document for Travel to Australia issued by the Department of Home Affairs;
- A Certificate of Identity or a United Nations Convention Travel Document (Titre de Voyage) issued by the Australian Passport Office (Department of Foreign Affairs and Trade);
- Photograph and/or signature stored on the Registrar of Motor Vehicles' database;
- South Australian proof of age card (issued after 9 October 2006);
- South Australian or Federal Police Officer photo identity card;
- Current interstate photo driver's licence or learner's permit.

Secondary Evidence of Identity

(Secondary evidence of identity documents may be either in hard copy/physical or digital format - (electronic statements accessed via your account on an app on your device (e.g. mobile phone or tablet) and Internet printed statements are acceptable)

- An expired (no limit) New Zealand passport (where the Australian visa cannot be verified);
- A current Medicare card, Centrelink Pensioner Concession Card, Health Care Card or Department of Veterans' Affairs entitlement card that shows your name (may include other persons' names and your name does not need to be the primary name);
- An interstate equivalent of the South Australian proof of age card issued by an interstate government authority (issued within the previous ten years);
- An employee photo identity card issued by a State/Territory or Commonwealth government agency (issued within the previous five years);
- A current credit or debit card that shows your embossed or printed name and signature, or account card from a bank, building society or credit union, or a passbook (up to twelve months old);
- An account statement or a letter from a bank, building society or credit union on the institution's letterhead or with the institution's stamp (up to twelve months old);
- Letter from the Australian Taxation Office (which includes your tax file number), Centrelink or Medicare on the institution's letterhead or with the institution's stamp (up to twelve months old);
- Current Australia Post issued Keypass ID Card (issued on or after 2 October 2017 (i.e. must feature red and white Australia Post logo at top left);
- Phone / internet, gas, electricity or water bill / notice on the institution's letterhead or with the institution's stamp (up to twelve months old);
- A council rates or land valuation notice (up to twelve months old);
- A contract of sale, lease arrangement or rental receipt for your place of residence (up to two years old);
- Australian Defence Force photo identity card (excluding civilian staff and family);
- Current Defence Housing Agreement;
- Evidence of enrolment to vote from Australian Electoral Commission (up to two years old);
- Australian Taxation Office tax assessment (previous or current financial year);
- Student identity document from an Australian educational institution with photograph and/or signature (current or expired up to twelve months);
- Certificate or statement of enrolment from an educational institution (up to twelve months old);
- A letter signed by the principal/deputy principal/head of school or a person with authority to sign for the principal/deputy principal/head of school of a recognised educational institution, on the institution's letterhead (up to twelve months old);
- School report, certificate of accomplishment or enrolment issued by a secondary school in South Australia (up to six months old);
- Occupational licence (SafeWork SA or Consumer and Business Services) showing photograph;
- An armed services discharge document (up to twelve months old);
- Australian issued security guard or crowd controller licence showing photograph;
- Australian issued firearms licence showing photograph.

The list of identity documents is correct at time of publishing in June 2019. The acceptable evidence of identity documents may change from time to time and an up to date list can be found on the following URL www.sa.gov.au/driverslicences or by phoning 13 10 84.

Medical fitness to drive

Any illness, disease or disability that could affect your ability to safely operate a motor vehicle must be truthfully declared on any application or renewal form for a South Australian driver's licence or learner's permit.

If you have a condition such as diabetes, epilepsy, arthritis, hypertension, limb disability, a sleep disorder, blackouts, vertigo, frequent fainting or dizziness, a stroke, psychiatric disorder, severe coronary or cardiovascular disease or you require glasses when you drive, it may be necessary to have a Medical Certificate completed by a doctor. In some circumstances a specialist report may be required.

If your only problem is that your eyesight does not meet the minimum standard for a driver's licence unaided, it will be necessary to have an Eyesight Certificate completed by your doctor, or similar type medical professional, before your permit or licence can be issued. If the doctor states that your eyesight is satisfactory while wearing spectacles or contact lenses, the permit or licence will be endorsed to say that corrective lenses must be worn at all times when driving.

A Medical Certificate/Eyesight Certificate is also required if an applicant has had eye surgery or has lost sight in one eye.

If you develop a medical condition that can affect your ability to drive and you already have a licence or permit, you must advise the Registrar of Motor Vehicles in writing at GPO Box 1533, Adelaide SA 5001, as soon as possible.

In the majority of cases, where a person is required to take medication for the treatment of a condition that can affect their fitness to drive, a Medical Certificate will need to be produced periodically depending on the type of the condition and how it is controlled.

Depending on the type and seriousness of the condition, medical evidence and a practical driving assessment may be required when determining if a learner's permit or particular class of licence should be issued or retained.

If you think you may need to submit medical evidence, the appropriate Medical and Eyesight Certificates are available from any customer service centre or can be downloaded from **www.sa.gov.au**

<< see pages 132 to 134 >>

Photographs for permits and licences

New applicants seeking a learner's permit or driver's licence must be photographed before the permit or licence is issued. Once taken, in most cases, a new photo is not necessary for another 10 years.

Applicants who live in the metropolitan or country areas where there is a customer service centre must attend the centre personally with their application form for the photograph to be taken. However, there are services available for clients living in more remote areas. Contact 13 10 84 for more details.

Licence renewals

Licence renewals can be made on-line (except when a new photo is necessary), at Customer Services Centres and selected Australia Post Offices. To pay at Australia Post the licence must not have expired for more than 6 months and the renewal notice and appropriate evidence of identity must be produced.

Where it is not practical for applicants to attend a Customer Service Centre or selected Australian Post Office, they will need to forward their application with the appropriate fee to a Customer Service Centre. A temporary licence valid for a calendar month will be returned to the applicant together with a notice outlining the location of South Australian 'photo points'. A photo should be taken before the temporary licence expires. For a list of South Australian photo points see:

www.sa.gov.au/photopoints

Conversion of an interstate or overseas driver's licence

The holder of an interstate or overseas driver's licence must obtain a South Australian driver's licence:

- in the case of an interstate licence holder, within three months of residing in South Australia
- in the case of a foreign licence holder, who becomes a permanent resident or citizen of Australia, within three months of becoming a resident of South Australia.

When converting an interstate driver's licence, the driver is generally entitled to a licence of the same class and conditions as the interstate licence without undertaking any theory test or practical driving test.

The holder of a licence from a recognised country that has similar licensing practices to South Australia may exchange their overseas licence for a South Australian licence (see www.sa.gov.au/motoring for recognised countries). In most instances the conversion of the overseas driver's licence is limited to classes C (car) and motorcycle only. Learner's Permits and Learner's Licences are not able to be converted.

A licence holder from a country not recognised as having similar licensing practices to Australia must pass a theory test, Hazard Perception Test and a practical driving test. A sample of people who have taken a practical driving test will be subject to a further validation assessment with a Government Auditor before a South Australian licence will be issued.

Penalties for committing offences

If you commit a minor offence, you will generally receive an Expiation Notice ('On-the-Spot' fine) from the Police, which must be paid by the date shown on the Notice. If you pay by the due date, you will not be required to attend Court. If you decide to contest the offence in a Court, you may receive a summons to go to Court where the offence will be heard. You may also incur demerit points for some offences.

Generally, if you commit a serious offence, you will receive a summons to go to Court. In this case, you may wish to seek legal advice. ***For many serious offences you may be disqualified from driving and lose your licence or permit (have it suspended or cancelled).***

<< for information on losing your licence or permit see pages 126 to 131 >>

Lapsed licence

Anyone who has not held a driver's licence within the previous five years (either in South Australia or elsewhere) must obtain a learner's permit (a theory test must be undertaken and passed before a learner's permit is issued) and pass a Vehicle On Road Test (VORT) or Competency Based Training & Assessment (CBT&A) and a Hazard Perception Test before obtaining a driver's licence.

Change of address

You must notify the Registrar of Motor Vehicles within 14 days if you have changed your residential or postal address. You can do this by:

- writing to the Registrar of Motor Vehicles at
GPO Box 1533, Adelaide SA 5001
- telephoning 13 10 84
- going to www.ezyreg.sa.gov.au

Carrying your licence

If you:

- hold a learner's permit
- hold a provisional licence
- hold a probationary licence
- hold a licence that allows you to drive and you are driving a vehicle with a GVM of greater than 4.5 tonnes
- hold a interstate or foreign licence; or
- are in the mandatory alcohol interlock scheme

You must carry your licence when driving and show it to a Police Officer when asked.

You can now digitise your driver's licence or learner's permit and display it on your smartphone.

Visit <https://my.sa.gov.au/> for more information.

Graduated Licensing Scheme

This section explains how to obtain a full licence by proceeding through the various stages of the “Graduated Licensing Scheme”. If you drive safely and don’t commit any offences, obtaining your licence is straightforward and you can be on your full licence in four years.

Overview

Unfortunately statistics show that drivers, aged 16 to 24 years, are almost twice as likely to be involved in a serious or fatal road crash.

But research has also found that strengthening the driving experiences and supervision of new drivers through graduated licensing schemes can lead to significant reductions in crashes both before and after obtaining a driver’s licence.

The Graduated Licensing Scheme is the process of obtaining a full driver’s licence – a gradual process which involves:

- at least 75 hours of supervised driving during the learner’s permit phase (not required for learner motorcycle riders)
- a compulsory Hazard Perception Test to progress from L to P1.
- a two-stage provisional licence (P1 and P2)



NOT DISPLAYED
ON VEHICLE



LPlates

LEARNER’S PERMIT

- 16 years or older
- pass theory test
- (MOTORCYCLE class must pass basic Rider Safe course)

P1

PROVISIONAL LICENCE

- 17 years or older
- pass Hazard Perception Test
- if you are under the age of 25 you must hold your learner’s permit for at least 12 months.
- if you are aged 25 or over you must hold your learner’s permit for at least 6 months.
- complete 75 hours (includes minimum 15 hours at night) of supervised driving
- pass Vehicle On Road Test (VORT) or Competency Based Training & Assessment (CBT&A) course
- (MOTORCYCLE class must pass advanced Rider Safe course)

P2

PROVISIONAL LICENCE

- 18 years or older
- must have held a P1 licence for 12 months

Full Licence

- 20 years or older
- have held a P2 licence for 2 years

Obtaining your learner's permit

To obtain a full driver's licence you must progress through the stages of the Graduated Licensing Scheme. You start the process by obtaining a learner's permit. You must be 16 years or older before you can apply for a learner's permit.

The Theory Test

To obtain a learner's permit, you must provide full evidence of identity and pass the theory test. A fee is payable for each attempt. If you allow your learner's permit to expire for more than 12 months you will be required to sit the theory test again before the permit can be re-issued.

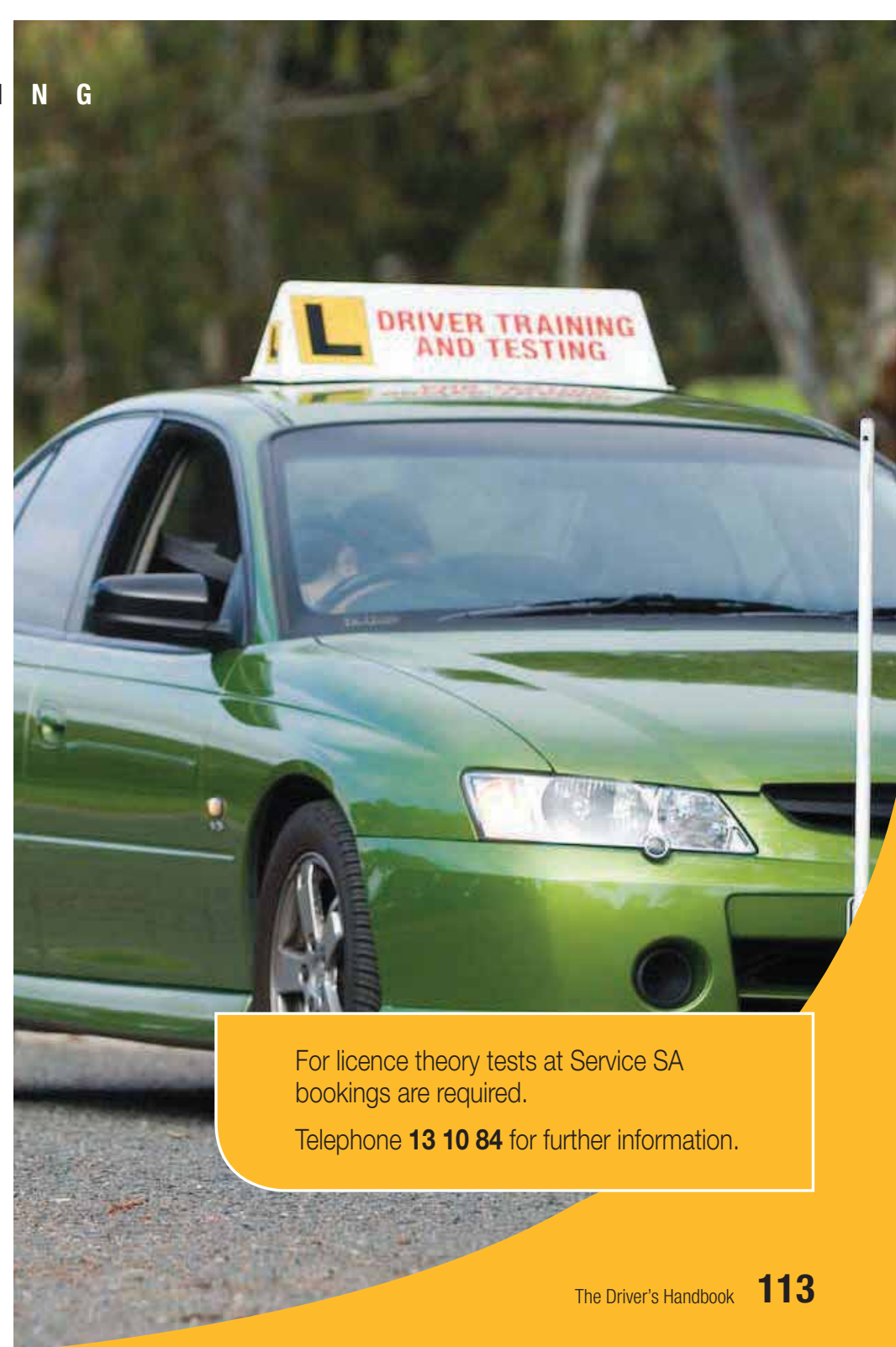
The theory test can be practised on-line at www.myllicence.sa.gov.au

The theory test can be taken at any Customer Service Centre, listed on the inside back cover of this booklet, or remote country police stations. The theory test is based on the road safety and road rule information provided in this handbook.

Theory tests can be conducted in languages other than English. If necessary, an interpreter is provided free of charge to applicants taking the test in a language other than English for their first attempt (You are required to pay for an interpreter on subsequent attempts). The computer based test is available in Simplified Chinese, Kirundi, Vietnamese, Arabic and Afghan Persian.

Proof of age, address and identification documents must be presented at the time of sitting the theory test.

<< see pages 108 to 109 >>



For licence theory tests at Service SA bookings are required.

Telephone **13 10 84** for further information.

Learner's permit

On passing the theory test and payment of the learner's permit fee, you can obtain a learner's permit that will allow you to drive for two years under 'learner's permit conditions'.

Learner's permit holders can learn to drive in a High-powered Vehicle because they are required to be supervised by a Qualified Supervising Driver at all times.

Learner's permit conditions

Learner's permits are issued subject to conditions. If you breach a condition you will lose your learner's permit and be disqualified from driving. This is in addition to any other penalty. The conditions are:

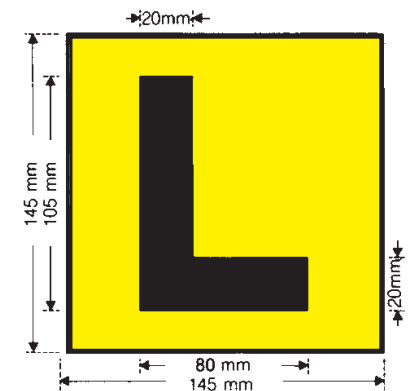
- you must not drive a motor vehicle with any concentration of alcohol in your blood or the presence of THC (the active component in cannabis), Methylamphetamine (also known as speed, ice or crystal meth) or MDMA (ecstasy) in your blood or oral saliva
- if you commit a speeding offence, you will also commit a breach of your learner's permit conditions if you exceed the speed limit by 10 km/h or more
- you must drive with a qualified supervising driver in the seat next to the driver
- when riding a motorcycle you must not carry a passenger on the motorcycle, or in a sidecar attached to the motorcycle, unless that person is a qualified supervising driver.
- you must not accumulate four or more demerit points during the learner's permit period.

The following laws also apply to the holder of a learner's permit. If you breach any of these laws you may incur penalties such as fines, demerit points or loss of licence.

- you must only drive the class of motor vehicle stated on your licence
- you must display the correct size 'L' plates so that they are clearly visible from the front and rear of the vehicle (rear only for motorcycle)
- you must carry your learner's permit at all times whilst driving
- you must not drive over 100 km/h even if the local speed limit exceeds 100 km/h
- you must not use any mobile phone function while driving including hands-free mode, Bluetooth technology and loud speaker operation
- holders of a motorcycle learner's permit who are under 25 years of age and do not hold a P2 or full licence for another class of vehicle must not ride between midnight and 5am unless a qualified supervising rider is present as a passenger on the bike or in a sidecar attached to the bike (exemptions apply)
- holders of a motorcycle learner's permit must not lane filter.

'L' plates

The minimum size for the 'L' plate sign is defined in this diagram. The sign must be displayed and clearly visible from the front and rear of the vehicle (rear only for motorcycles). 'L' plate signs must not be displayed when the driver of the vehicle is not a learner driver (except a licensed Driving Instructor driving to or from a lesson). 'L' plates must have the letter 'L' painted in black on a yellow background.



Examples of theory test questions

The theory test consists of road safety and road rule questions with multiple-choice answers. This is a selection of the types of questions you will be asked. You will need to read these sections of the handbook carefully to help you pass the theory test.

QUESTION

Which of the following vehicles are allowed to overtake across the lines on the centre of the road?



- A. Vehicles 2 and 3 only.
- B. Vehicles 1 and 2 only.
- C. Vehicle 3 only.
- D. Vehicle 1 only.

QUESTION

You are a driver who is about to move off from the kerb into a flow of traffic. What must you do?

- A. You must signal for a reasonable time and give way to all traffic.
- B. You must signal for at least 5 seconds and give way to all traffic.
- C. You must signal for at least 2 seconds and give way only to traffic travelling in the direction you wish to go.
- D. You only have to signal for 2 seconds if there are other vehicles travelling on the road which may be affected by your manoeuvre.

QUESTION

Which one of the following statements is correct? Bicycle riders:

- A. Must obey the road rules.
- B. May not travel on heavy traffic roads.
- C. Must ride against the flow of traffic so they can be seen.

QUESTION

What is the closest distance you may park on the approach side of a children's crossing?

- A. 25 metres.
- B. 20 metres.
- C. 10 metres.
- D. 9 metres.

QUESTION

If the vehicle you are driving is involved in a crash and a person is killed or injured, you:-

- A. do not need to report the crash to the Police
- B. only need to report the crash to the Police if someone is injured
- C. must present yourself to a Police Officer of Police Station within 90 minutes after the crash and as soon as practicable provide notice to the Compulsory Third Party Insurance Claims Manager.

The qualified supervising driver

The holder of a learner's permit must not drive a motor vehicle (other than a motorcycle) on a road unless accompanied by a qualified supervising driver who supervises and instructs the learner in the safe and efficient driving of the motor vehicle (including during parking practice). If you hold a learner's permit for a motorcycle and do not hold a P2 or full licence for another class of vehicle you must not ride between midnight and 5AM unless a qualified supervising rider is present or you meet the exemption criteria.

If you hold a P1 licence and you are under the age of 25 years, you must not drive

- between midnight and 5AM, or
- with more than one passenger aged 16 to 20 years (excluding immediate family members)

unless a qualified supervising driver is seated next to you in the front seat or you meet the exemption criteria.

A qualified supervising driver must:

- be seated immediately next to the driver in the front seat
- if the vehicle is a motorcycle, be a passenger on the bike or in a sidecar attached to the bike
- have held an unconditional licence for the preceding two years (not a learner's permit, provisional or probationary licence) applicable to the class of vehicle being driven and not have been disqualified in the previous two years.

The licence held by the qualified supervising driver must not be subject to good behaviour conditions.

If a passenger is carried on a motorcycle or in a sidecar by the holder of a learner's permit, the passenger must be a qualified supervising driver.

An overseas licence holder may act as a Qualified Supervising Driver provided they hold a licence from a recognised country and meet the criteria detailed above. For further information on the recognised countries contact 13 10 84 or visit www.sa.gov.au/motoring

It is an offence for a qualified supervising driver to have a concentration of alcohol of 0.05 grams or more in their blood, or a prescribed drug in their blood or oral fluid (saliva). The qualified supervising driver accompanying a learner driver in certain heavy vehicles must comply with the fatigue laws as if he or she was driving.

Further information on the heavy vehicle fatigue laws can be obtained at www.sa.gov.au/heavyvehicles

The Driving Companion

The *Driving Companion* is provided free to a person when the learner's permit is issued. There is a fee charged for further copies.

This booklet contains information including:

- before you drive
- graduated licensing scheme
- driving
- log book
- Vehicle On Road Test (VORT)
- Competency Based Training & Assessment (CBT&A) course
- what's next – P1 & P2.

Learner driver log book

Road safety research shows that learner drivers need to get as much supervised practice as possible on their learner's permit under a variety of road conditions to develop the skills and experience needed

[illegible]

Your log book is your 'ticket' to your driver's licence

for safe driving. The Learner Driver Log Book will help you track your progress during this important learning time. It is also designed to record driving practice under a variety of conditions. This includes exposure to more difficult driving conditions such as driving at night or in wet conditions.

How long do I have to keep the log book?

The log book is a record of your learner driving experience and provides documented evidence that you have completed the minimum of 75 hours driving practice and supervised experience.

The log book must be submitted at a Customer Service Centre when applying for your provisional driver's licence. Keep it in a safe place.

Who is required to fill it out?

Your qualified supervising driver is required to sign-off the driving sessions as you complete them. You are required to record your driving practice sessions at the back of the log book.

Your qualified supervising driver must sign off each practice session for it to be valid.

Should the qualified supervising driver enter their licence details in the log book?

Yes, the log book has sections for recording the time and date that the practice took place, the duration of travel, the location, the road, weather and traffic conditions and the name, licence number and the signature of the qualified supervising driver.

If I have gained previous driving experience on an interstate learner's permit, can I record this driving experience into my log book?

If you can produce evidence that you held an interstate learner licence/permit, the relevant qualified supervising driver may record any previous driving experience gained whilst holding that learner licence/permit in the log book.

Alternatively, if you have recorded driving experience in an interstate issued log book, you may present that as evidence to count towards the minimum 75 hours.

What happens if I lose my log book?

The best way to avoid this situation is to take care of the log book to ensure that you don't lose it. Don't leave it lying around; get yourself a system to manage the things you need to do when you are learning to drive. There are lots of things that you will have to think about and plan for,

simple things, like finding the ignition keys, putting on the 'L' plates, carrying your learner's permit while driving and looking after your log book. If you lose your log book, a fee will be charged for its replacement. If you wish to have your previous experience recognised you will need to have your qualified supervising driver(s) re-enter and sign any previous completed tasks and practice in the new log book. Otherwise you will have to start all over again!

Does the qualified supervising driver get their own log book?

No, the qualified supervising driver will record details in the log book issued to the learner driver.

Can my parents still teach me to drive?

Yes, any person who has held an unconditional licence for the preceding two years (not a learner's permit, provisional or probationary licence) applicable to the class of vehicle being driven may teach you to drive. Remember to make sure you get that person to record the time spent driving in the Log book section of the Driving Companion after every practice.

Is there a way I can do the log book electronically?

You may choose to utilise an electronic learner log book app to record your logged driving hours instead of manually recording these in your Driving Companion. To ensure that electronically logged hours are accepted you should check that the app you are using offers a print out which includes the same information recorded in the paper version.

Visit www.myllicence.sa.gov.au for more information on electronic log books.



Who can teach me?

Anyone, including parents, friends or a Motor Driving Instructor who has held a full licence for two years or longer and has not been disqualified from driving in the last two years can teach you to drive.

There are two methods of obtaining your licence – the information below will help you decide which method is best for you.

VORT method	CBT&A method
Vehicle On Road Test (practical driving test)	Competency Based Training & Assessment (CBT&A)
You may choose to have lessons with a Motor Driving Instructor Keep a record of 75 hours of supervised driving with a qualified supervising driver and Undertake a practical driving test pass the Hazard Perception Test	Receive training from an Accredited Instructor Satisfactorily complete all the CBT&A tasks listed in the <i>Driving Companion</i> and Keep a record of 75 hours driving in the log book with a qualified supervising driver pass the Hazard Perception Test

Motor Driving Instructors

A person who charges a fee for teaching another person to drive MUST hold a driving instructor's licence issued by the department. A driving instructor's licence, which must be displayed by the instructor at all times when instructing, is only issued after the instructor has undergone extensive training.

Motor Driving Instructors are re-assessed at regular intervals. A Motor Driving Instructor is able to teach you the knowledge and road craft skills necessary to obtain your licence. Some Motor Driving

Instructors are authorised to conduct the practical driving test, or to help you obtain your licence through the 'CBT&A' system. A list of Motor Driving Instructors is available in the Yellow Pages Telephone Directory under 'Driving Schools'.

Make sure the instructor holds Professional Indemnity and Public Liability Insurance, and is qualified to deliver the driver training and/or licensing service you are seeking.

Options to qualify for your Provisional (P1) Licence

There are two ways to qualify for your provisional licence. One option is to undertake and pass a practical driving test also known as a Vehicle On Road Test (VORT). The other is called Competency Based Training & Assessment (CBT&A).

Whether you select the practical test option or the CBT&A method, the basic knowledge and skills you must achieve will be the same. Obtaining your provisional licence will ultimately be based on your ability to demonstrate competence in a number of selected and defined tasks.

These range from an understanding of the major controls of a motor vehicle, completing certain slow speed manoeuvres, driving in busy traffic and at higher speeds, observation skills, and dealing with hazards. This system of driver assessment has been designed to be fair and consistent. Although a demonstration of driving skills is essential, the assessment will also examine your attitude to driving and to your fellow road users.

During your VORT test or CBT&A lesson an Accreditation Auditor may accompany the Instructor. The Accreditation Auditor will be there as an observer and will not participate in the training or assessment of your driving skills.

Practical Driving Test (VORT) – with a VORT Motor Driving Instructor

The practical driving test is conducted by a VORT motor driving instructor. The key points of this option are:

- you should book your test with an instructor at least three days before the date that you want to take the test
- you cannot take the practical test with an instructor with whom you have had lessons
- your regular Motor Driving Instructor can put you in touch with a VORT motor driving instructor
- the practical driving test can be conducted between 7am and 7pm or sunset, whichever is earlier, on any mutually convenient day (except Christmas Day, Good Friday or before 10am on any Sunday or public holiday)
- before taking your test, you need to pay a test fee to the instructor
- you must have a current learner's permit when you are receiving instruction or undertaking the test.

You must carry your learner's permit with you at all times when driving.

- The test will be conducted on an officially approved test route.
- In some cases, an Accreditation Auditor will accompany the instructor during the test. In order to continue to be authorised to conduct tests, instructors are themselves subject to regular re-assessment. The Accreditation Auditor will be observing the conduct of the test and will not participate in the assessment of your driving skills.

At the end of the test you will receive either a pass or fail. If you fail you have a minimum of 13 days to practise before you are eligible to re-sit the test again.

Competency Based Training & Assessment (CBT&A) - with a CBT&A Motor Driving Instructor

The CBT&A method does not involve a single 'pass/fail' practical driving test, although the knowledge and competence you need to demonstrate are much the same as the practical driving test option. Competency Based Training & Assessment is conducted by a CBT&A motor driving instructor. The key points of this option are:

- you will need to find an instructor (from a driving school)
- the instructor will need to use your copy of *The Driving Companion*, which is available from a Customer Service Centre
- the requirements for each CBT&A task are clearly stated in *The Driving Companion*, these tasks are also assessed if the applicant undertakes the practical test instead
- you will be assessed by the instructor as you learn, and when you have demonstrated competence in a particular task, it will be 'signed off' in *The Driving Companion* in the CBT&A section by the instructor
- the instructor will tell you what to practise for specific tasks. You can practise the tasks with a friend or family member (qualified supervising driver), who has held an unconditional driver's licence for a minimum of two years and must not have been disqualified in the previous two years. Such licences must not be a provisional (P1 or P2) licence, or a licence subject to probationary conditions or good behaviour conditions
- at any point during your training, you may choose to take a practical driving test (VORT) with an instructor rather than the Competency Based Training & Assessment (CBT&A) method.

Regardless of which method you use you must record 75 hours of supervised driving experience, including 15 hours at night.

Certificate of Competency

Once you have passed the practical driving test (VORT) or successfully completed all the nominated tasks of the Competency Based Training & Assessment (CBT&A), you will be issued with a Certificate of Competency by the instructor. When producing your Certificate of Competency, you may be required to have a second driving test with a Government auditor prior to the issue of your licence. There is no cost for this test and if you are selected for this process full details will be given to you. Production of your Certificate of Competency will enable you to obtain a provisional licence P1 from a Customer Service Centre on the condition you have also passed the Hazard Perception Test. Take care of your Certificate of Competency. Should you require a replacement because your Certificate has been lost or defaced you may approach the Authorised or Accredited Instructor who issued the original Certificate. Alternatively contact Driver Training and Audit on 8374 5100. A fee may be payable for the replacement Certificate.

Useful Publications:

The Driving Companion – available online at www.myllicence.sa.gov.au or from Customer Service Centres.



Learning in a Heavy Vehicle

Licence holders wishing to upgrade their licence to a higher class may undertake tuition on their current licence only if they have held the prerequisite licence class for the minimum prescribed period.

<< for information regarding Experience Requirements under Licence Classes see page 4 >>

A learner's permit is not required, but the licence holder must comply with all learner's permit conditions. e.g. display learner plates.

In special circumstances where the Registrar of Motor Vehicles has granted an exemption from the minimum driving experience requirements, such as the Training In Lieu of Experience (TILE) Course for class HC, the learner driver is required to obtain a learner's permit on payment of the prescribed fee.

A photograph of a 'Certificate of Competency' form. The form is white with black text and lines. A large, diagonal red watermark with the word 'SAMPLE' in white capital letters is overlaid across the center of the form. The form contains various fields for personal details, vehicle information, and a declaration section. At the top, it states 'THIS CERTIFICATE IS NOT VALID UNLESS IT SHOULD BE SUBMITTED TO ANY SURVEILLANCE FOR CONVICTION AS REQUIRED BY THE ACT'. The bottom section includes a declaration by the person named in the certificate and a note about the required information.

Obtaining your learner's permit – Motorcycles

Learning to ride a motorcycle

If you would like to start riding a motorcycle you must first attend a Rider Safe course.

Rider Safe is a compulsory motorcycle rider training course for all novice motorcycle riders. It provides tuition for the basic and advanced motorcycle skills necessary for the road. Rider Safe is run by experienced motorcycle riders who have undergone specialised instructor training.

The Rider Safe course also provides the opportunity to determine your riding aptitude before buying a motorcycle.

If you do not hold a current driver's licence, you must first pass the theory test at a customer service centre << *see the Theory Test page 113* >>. You must then undertake the basic Rider Safe course before a learner's permit can be issued.

Payment for the course must be made by phoning 13 10 84 or attending a Customer Service Centre before a booking for the Rider Safe course can be made.

If you have not previously held a driver's licence, you must hold your learner's permit for a minimum of 12 calendar months if you are under the age of 25, or six months if you are aged 25 or over, and pass an advanced Rider Safe course before you can be issued with a motorcycle licence.

You will be restricted to an R-Date licence for the first twelve months of your motorcycle licence, refer to the Learner Approved Motorcycle Scheme (LAMS) section.

Depending on your individual circumstances different scenarios can apply if your Learner's Permit is disqualified, please telephone 13 10 84 for details.

The Learner Approved Motorcycle Scheme (LAMS)

Under the Scheme, R-Date licence holders are allowed to ride motorcycles with an engine capacity of up to 660 ml with a power-to-weight ratio not exceeding 150 kw/t. A list of approved motorcycles is available from any Customer Service Centre or the website **www.sa.gov.au**

In order to meet the definition of a Learner Approved Motorcycle, the motorcycle must meet all of the following criteria:

- Be a motorcycle on the approved list of motorcycles by notice in the Government Gazette;
- Have a power-to-weight ratio of 150 kilowatts per tonne or less;
- Have an engine capacity of 660ml or less;
- Be the standard model and variant as specified on the approved list; and
- Not been modified in any way that increases its power-to-weight ratio.

Learner's Permit

If you hold a learner's permit for a motorcycle and do not hold a P2 or full licence for another class of vehicle you must not ride between midnight and 5AM unless a Qualified Supervising Driver is present or you have an exemption.





The Rider Safe Course

Basic Course

This course is delivered in two half day sessions (session A and B over two days).

In Session A you will learn basic motorcycle control skills including riding in a straight line, basic braking, cornering, gear shifting and some bike control theory.

In Session B your learning will build on from session A by interacting with other bikes on the riding range. This session covers more advanced bike control theory and traffic skills. A practical skills assessment will be conducted at the end of session B.



On successful completion of the Basic Course, you must present the endorsed *Approval to Obtain a Learner's Permit* form at any Customer Service Centre within 12 months to obtain a learner's permit. Failure to do so will result in you having to sit the basic course again. The permit is valid for two years and you must carry your permit at all times whilst riding.

Advanced Course

This course is delivered in one half day session (Session C).

In Session C you will learn advanced bike control skills with emphasis placed on road riding skills and traction theory. A practical skills assessment will be conducted at the end of the advanced course.



On successful completion of the Advanced Course, you must present your *Certificate of Competency* at any Customer Service Centre to receive your R-Date Licence. This licence entitles you to ride a motorcycle on the learner approved motorcycle scheme list which can be found by visiting www.sa.gov.au/motoring or by contacting 13 10 84.



After completing a 12-month period riding on a Restricted R-Date Licence, you may apply for an unrestricted "R" class licence. This licence is required if you wish to ride a motorcycle of any power to weight ratio.

The Returning Rider Course

The Returning Rider Course is a voluntary course aimed at people who hold a motorcycle licence but have not ridden for at least 5 years.

The course is designed to refresh your riding skills, techniques and awareness. It is not a test.

The session involves both theory and practical components that have been developed by experienced motorbicycle riders who have undergone specialist instructor training.

The Hazard Perception Test

To progress from an L to P1 licence you must pass the Hazard Perception Test, which is a computer-based test that measures your ability to recognise and respond to potentially dangerous situations and react appropriately. Research has shown that a lack of these skills is a major factor in crashes involving young novice drivers.

A Hazard Perception Test can be booked, by telephoning 13 10 84, and undertaken in any Customer Service Centre. A fee is payable for each attempt. If you live more than 100 kilometres (as the crow flies) from a place where the test is conducted, or on Kangaroo Island, you are exempt from having to sit the Hazard Perception Test.

For Hazard Perception Tests at Service SA, bookings are required.

Telephone **13 10 84** for further information.

You can practise the Hazard Perception Test on-line at **mylicence.sa.gov.au**



Obtaining a P1 Provisional Licence

Before you can apply for a P1 provisional licence you must:

- be at least 17 years old
 - pass a Hazard Perception Test
 - have held the learner's permit for a minimum of 12 full calendar months if under the age of 25
 - have held the learner's permit for a minimum of six full calendar months if aged 25 or over
 - have a minimum of 75 hours of supervised driving (including 15 hours of night driving) recorded in your driving companion (not required for learner motorcycle riders) and
 - pass a practical driving test (VORT) conducted by an instructor or Accreditation Auditor or
 - complete a CBT&A course with an instructor.
- << see page 120 >>

If you fail a practical driving test, you are not allowed to do another practical driving test for at least 13 clear days. This is to allow you to practise your driving skills in preparation for the next practical driving test. Alternatively, you may complete the Competency Based Training & Assessment (CBT&A) method instead.

After passing a practical driving test or completing the Competency Based Training & Assessment, a Certificate of Competency will be issued to you by the Authorised or Accredited Instructor. You can then apply to be issued with a licence that is subject to provisional licence conditions (a P1 provisional licence) provided you have passed the Hazard Perception Test. To apply for your P1 provisional licence, you must present the Certificate of Competency and your completed Log Book (75 hours of supervised driving) and declaration at a Customer Service Centre, together with the appropriate fee.

The Certificate of Competency does not authorise you to drive. Only when you have obtained a provisional licence are you authorised to drive. A provisional licence is issued for 3 years, 1 year on P1 and 2 years on P2.

Provisional Licence Laws and Conditions (P1 and P2)

Provisional licences are issued subject to conditions. If you breach a condition you will lose your licence and be disqualified from driving. This is in addition to any other penalty. The conditions are:

- you must not drive a motor vehicle with any concentration of alcohol in your blood or the presence of THC (the active component in cannabis), Methylamphetamine (also known as speed, ice or crystal meth) or MDMA (ecstasy) in your blood or oral saliva.
- you must not exceed any speed limit by 10 km/h or more.
- you must not accumulate four or more demerit points during the provisional licence period.

The following laws also apply to the holder of a provisional licence. If you breach any of these laws you may incur penalties such as fines, demerit points or loss of licence.

- you must only drive the class of motor vehicle stated on your licence.
- you must carry your provisional licence at all times whilst driving.
- you must not drive a high-powered vehicle while you are under the age of 25 (unless you have an exemption certificate).
- you must not drive over 100 km/h even if the local speed limit exceeds 100 km/h.

Laws that only apply to holders of P1 Provisional Licences (These laws do not apply to P2)

- You must display the correct size 'P' plates so they are clearly visible from the front and rear of the vehicle (rear only for motorcycles).
- You must not use any mobile phone function while driving, including hands-free mode, Bluetooth technology and loud speaker operation.
- If you are under the age of 25 years, you must not drive
 - between midnight and 5am, or
 - with more than one passenger aged 16 to 20 years (excluding immediate family members)unless a Qualified Supervising Driver is seated next to you or you meet the exemption criteria *
- Holders of a motorcycle P1 Provisional Licence must not lane filter.

* Please refer to **mylicence.sa.gov.au** for exemption details.

Obtaining a P2 Provisional Licence

You will automatically progress to a P2 provisional licence after you have held your P1 licence for 12 months.

High-powered vehicles

High-powered vehicle restrictions apply:

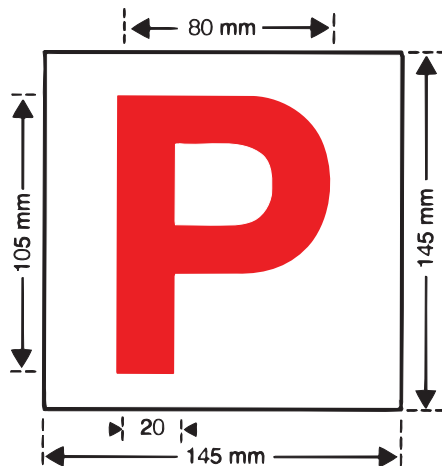
- if you are a provisional licence holder under the age of 25 and you obtained your P1 on or after 4 September 2010
- if you were disqualified and returned to driving on a P1 licence on or after 4 September 2010.

High-powered vehicle restrictions do not apply:

- if you are 25 years of age or older
- if you obtained your P1 or P2 licence before 4 September 2010
- if you have an exemption certificate.

Also, if you are under 25 and hold a full licence the high-powered vehicle restrictions do not apply.

<<see page 141>>



'P' plates

The minimum size for the 'P' plate sign is shown in the diagram and consists of a red letter 'P' against a white background. The sign must be displayed and clearly visible from the front and rear of the vehicle (rear only for motorcycles).

Losing your licence or permit

Gaining your full licence is easy if you obey the road rules however, if you commit offences or get disqualified, things can become more complicated and obtaining your full licence can be delayed.

If you are disqualified from driving, you may also have your licence or permit cancelled. Disqualification means you are disqualified from holding or obtaining a licence or permit for a period of time. Cancellation of a licence or permit is an additional penalty to disqualification and means that, at the end of the disqualification period, you must apply for a new licence or permit.

If your licence or permit is cancelled, the unused portion is lost.

The Motor Vehicles Regulations specifically exclude a refund on the unused portion, as it is part of the penalty.

A licence may also be suspended as a result of non-payment of outstanding fines.

The following is intended as a brief overview of what happens if you commit offences or are disqualified on your learner's permit or provisional licence.

It is recommended you read this section carefully so you are aware of the significant consequences of breaking the law whilst driving.

Also visit www.mylicence.sa.gov.au for more details.

Losing your licence (disqualification)

The following offences may result in you being disqualified from driving:

- accumulating 12 or more demerit points
- accumulating 4 or more demerit points on your learner's permit or provisional licence
- accumulating 2 or more demerit points on your probationary licence
- breaching a good behaviour condition on your licence
- breaching a safer driver agreement on your provisional licence
- breaching a condition of your learner's permit, provisional licence or probationary licence
- any drug driving offence
- drink driving – exceeding blood alcohol concentration
- failing to pay outstanding fines
- being convicted in court of a graffiti offence
- You will lose your licence immediately, if you are caught drink driving (.08 or higher), refusing or failing to comply with a breath test, blood test, drug test or speeding excessively (i.e. 45km/h or more over the speed limit)

You can also be disqualified from driving if you are convicted in court of a graffiti related offence. Your vehicle's registration may also be suspended and your vehicle impounded

If you're disqualified for an offence committed while you are on your learner's permit

If you're disqualified on your learner's permit you will have to sit out your disqualification.

For holders of a car learner's permit you will have to complete the logbook requirement of 75 hours of supervised driving. The hours completed before your disqualification can be included.

If you're under 25 years of age you will have to hold your learner's permit for a minimum of 12 months and if you're 25 years or older you will have to hold your learner's permit for a total of 6 months.

This period includes the time you held your learner's permit before you were disqualified but you must hold your learner's permit continuously for 3 months after the disqualification.

If you're disqualified for an offence committed while you were the holder of learner's permit but you've since progressed to a P1 licence

If you are disqualified for an offence committed on your learner's permit you will have to sit out your disqualification.

When returning to drive after the disqualification you must hold your learner's permit for three months and pass another Hazard Perception Test and pass another practical driving test.

People who only hold a motorcycle class must pass another advanced Rider Safe course.

You are not entitled to enter into a Safer Driver Agreement or lodge an appeal against the disqualification.

If you're disqualified for an offence committed while you are on your P1 licence

If you're disqualified for an offence committed while you are on your P1 licence you may be able to choose to sit out the disqualification, enter into a Safer Driver Agreement or appeal the disqualification to the Court.

However if you have either entered into a Safer Driver Agreement or have been disqualified for breaching a Safer Driver Agreement in the previous 5 years, or have successfully appealed a disqualification in the Court within the previous 5 years you must sit out the disqualification.

If you sit out the disqualification you must reapply for a provisional licence at the end of your disqualification period. A new provisional licence will be issued for 3 years, 1 year on P1 and 2 years on P2.

If you've successfully appealed to the Court or entered into a Safer Driver Agreement, a new provisional licence will be issued for 3 years, 1 year on P1 and 2 years on P2.

If you're disqualified for an offence committed while you are on your P2 licence

If you're disqualified for an offence committed while you are on your P2 licence you may be able to choose to sit out the disqualification, enter into a Safer Driver Agreement or appeal the disqualification to the Court.

However if you have entered into a Safer Driver Agreement, or have been disqualified for breaching a Safer Driver Agreement in the previous 5 years or have successfully appealed a disqualification in the Court within the previous 5 years you must sit out the disqualification.

If you've sat out the disqualification (car or motorcycle) you will be issued with a P2 licence for 2 years

If you've successfully appealed to the Court or you entered into a Safer Driver Agreement your P2 licence will be cancelled and a new P2 licence will be issued for 2 years.

If you're disqualified for an offence committed whilst you were the holder of a provisional licence but you have progressed to a full licence

You may be able to appeal to the Court or may be eligible to enter into a Safer Driver Agreement.

However if you have entered into a Safer Driver Agreement, or have been disqualified for breaching a Safer Driver Agreement in the previous 5 years or have successfully appealed a disqualification in the Court within the previous 5 years you must sit out the disqualification.

If you've sat out the disqualification you will be issued a P2 licence for 2 years.

If you've successfully appealed to the Court or you entered into a Safer Driver Agreement your full licence will be cancelled and you will be issued a P2 licence for 2 years.

Think about how losing your licence could affect your job and your lifestyle

If you breach a condition of your provisional licence or incur four demerit points you will be disqualified for six months. If you breach a condition of your provisional licence or incur four demerit points after entering into a Safer Driver Agreement or a successful appeal, you will be disqualified for 12 months. If you entered into a Safer Driver Agreement or successfully appealed a disqualification within the previous 5 years you will not be eligible to another appeal to the Court or another Safer Driver Agreement. Think about how losing your licence will affect your employment, your chances of employment and the impact it will have on your social life.

AND...

Fines apply for most offences and can be several hundred dollars for each offence. For instance, if you're on a learner's permit or P1 licence and you're caught exceeding the speed limit by 11km/h and you're also not displaying your L or P plates the fines will total over a thousand dollars.



Demerit points disqualifications

Disqualification for accumulating 12 or more demerit points in any three year period applies to all permit and licence holders and are in addition to any other types of disqualification imposed, including for breaching learner's permit or provisional licence conditions. If you incur 12 or more demerit points the notice will state the period that you are disqualified for:

- 12 to 15 points – three months
- 16 to 19 points – four months or
- 20+ points – five months

OR

- electing to be of 'good behaviour' for a period of 12 months.

If you are the holder of a current licence and want to make an application to enter into a 'good behaviour' option, you must first acknowledge receipt of your disqualification notice by attending a Service SA Customer Service Centre or Australia Post office, providing identification and paying an administrative fee. At the time of acknowledgement you will have the opportunity to nominate for the 'good behaviour' option providing you are eligible. If you intend to elect the 'good behaviour' option you must do so within 21 days of the Notice issue date (for first Notice) or within 21 days of the date of service (for a second Notice that is issued by a Sheriff's Officer) at an Australia Post office. Alternatively, you may attend a Service SA Customer Service Centre within 28 days of the Notice issue date or within 28 days of the date of service.

If you choose the 'good behaviour' option, you must not accumulate 2 or more demerit points during the 12 months that your licence is subject to the Good Behaviour Condition otherwise you will be disqualified for twice the original disqualification period.

There is no right of appeal against a disqualification imposed as a result of demerit points or breach of the 'good behaviour' option. In addition, any disqualification for demerit points takes effect at the end of any existing or Court-imposed disqualification.

Safer Driver Agreement

If a provisional driver breaches their licence conditions or accumulates four or more demerit points they may choose to enter into a Safer Driver Agreement in lieu of serving the six month disqualification period unless it is a serious disqualification offence.

If you wish to make application to enter into a Safer Driver Agreement you must first acknowledge receipt of your disqualification notice by attending a Service SA Centre or Australia Post office, providing identification and paying an administration fee. At the time of acknowledging your disqualification you will have the opportunity to nominate for the Safer Driver Agreement providing you are eligible. If you intend to elect the 'Safer Driver Agreement' option you must do so within 21 days of the Notice issue date (for first Notice) or within 21 days of the date of service (for a second Notice that is issued by a Sheriff's Officer) at an Australia Post office. Alternatively, you may attend a Service SA Centre within 28 days of the Notice issue date or within 28 days of the date of service.

The Safer Driver Agreement will apply for the duration of your provisional licence. If you choose the safer driver agreement and then breach your licence conditions or accumulate four or more demerit points again:

- You will be disqualified for 12 months (twice the original disqualification period)
- You must serve the disqualification - you cannot appeal to the Court
- You will not be eligible to apply for another Safer Driver Agreement for the next five years.

A serious disqualification offence may include:

- An offence against the Criminal Law Consolidation Act 1935 (e.g. causing death by dangerous driving);
- An offence that attracts 4 or more demerit points
- A speeding offence that attracts 3 or more demerit points if the licence holder has previously committed a similar demerit point offence
- A combination of a red traffic light offence and a speeding offence arising out of the same incident
- Any offence committed by the licence holder who has previously been disqualified in this State.

Appeals

A provisional driver who is disqualified for a serious disqualification offence may appeal to the Court on the basis of 'severe and unusual hardship'. The driver's previous driving history will be considered.

Driving while disqualified

It is an offence to drive while disqualified. The penalty for this offence reflects the seriousness of the offence:

- first offence – up to six months imprisonment
- subsequent offences – up to two years imprisonment.

Probationary licences

A probationary licence holder must comply with the following conditions:

- must not drive a motor vehicle when there is any alcohol in his or her blood or the presence of THC (the active component in cannabis), Methylamphetamine (also known as speed, ice or crystal meth) or MDMA (ecstasy) in his or her blood or oral fluid (saliva)
- must carry their probationary licence at all times while driving and
- must not accumulate two or more demerit points during the probationary licence period.

A probationary licence holder who has been issued a notice of disqualification for breaching a condition of their probationary licence:

- may appeal to the court against the disqualification (only one appeal in a five year period is allowed).

Mandatory Alcohol Interlock Scheme

A mandatory alcohol interlock scheme operates in South Australia. This means that drivers who commit a “serious drink driving offence” will be required to fit an alcohol interlock device to a vehicle they have nominated at the end of their licence disqualification for a period equal to the disqualification or a maximum of 3 years, whichever is lesser.

A serious drink driving offence is defined as:

- driving with a BAC at or above 0.08 but less than 0.15 and a previous drink driving offence (other than an offence under 0.08) exists in the last 5 years
- driving with a BAC at or above 0.15
- driving under the influence of an intoxicating liquor
- refusing to provide a sample of breath or blood for the purpose of alcohol testing.

Under the Alcohol Interlock Scheme drivers are responsible for all costs relating to installation, maintenance and servicing of the interlock device.

For further information on the mandatory alcohol interlock scheme as well as the existing voluntary scheme operating in South Australia, contact a Customer Service Centre or visit www.mylicence.sa.gov.au

Unlicensed driving

It is unlawful to drive a motor vehicle on a road or road related area without holding a current driver's licence for that class of vehicle.

The penalties are set out in the following table.

Offences and penalties for driving without a valid licence

Offence		Penalty
Expired licence		Maximum fine of \$1,250
Never held a licence, or does not hold the correct licence to drive that class of vehicle	First offence	Maximum fine of \$2,500
	Second offence within three years	Maximum fine of \$5,000 or one years imprisonment Three years licence disqualification (minimum)
Driving while licence or permit is suspended or holder is disqualified from holding or obtaining a licence	First offence	Maximum – six months imprisonment
	Second and subsequent offence	Maximum – two years imprisonment

Fitness to drive

Are you still fit to drive?

While this section is more relevant to older drivers, the concepts apply to all licence holders regardless of age, and especially to drivers who have any kind of physical or mental health impairment.

Driving a motor vehicle is a responsible undertaking. The safety of other people depends on your fitness to drive. Various health problems may affect us from time to time. As we get older the risk of developing a medical condition that may affect our ability to drive increases and we may notice deterioration in both physical and mental abilities.

If you feel at any time that you are not in a fit state to drive, then **DO NOT DRIVE**. If you feel that your health and general fitness are not sufficient to continue driving, you should consult your doctor.

Fitness to drive responsibilities

The Registrar of Motor Vehicles has an obligation to ensure that all drivers are medically fit and able to drive competently and safely.

Both you and your doctor are also required to report any medical condition that could affect your ability to drive a motor vehicle safely to the Registrar of Motor Vehicles.

If you are required to complete an assessment on your fitness to drive, you will be informed by your medical practitioner or you will receive a notice in the mail. If you receive a notice regarding your driver's licence you must act on the request in that notice by the due date or your licence may be suspended.

Your fitness to drive is assessed in accordance with the national guidelines "Assessing Fitness to Drive" published by Austroads, www.austroads.com.au

For information on fitness to drive assessment, or to report a medical condition please contact a Service SA customer service centre or call 13 10 84.

Medical conditions

There are a wide range of medical conditions, or combinations of medical conditions, that can affect your fitness to drive. Some of the most common are listed below.

- Alcohol/drug dependency
- Arthritis and other joint conditions
- Alzheimer's Disease or other dementia
- Blackouts
- Cardiovascular conditions including high/low blood pressure
- Diabetes
- Epilepsy
- Eyesight – loss of vision acuity and vision fields e.g. monocular vision or visual defect. Eye disorders such as glaucoma, cataracts, macular degeneration are medical conditions that will require a medical assessment. If you need to wear glasses or contact lenses whilst driving this will be recorded as a condition on your licence but it is not a medical condition that will require a medical assessment.



- Heart disease
- Injuries and disabilities, including limb amputation or paralysis
- Parkinson's Disease and other neurological disorders
- Sleep disorders like sleep apnoea
- Stroke.

Declaring your fitness to drive

You are required to declare any medical conditions when you apply for or renew a driver's licence in South Australia. You may also be required to undergo the following assessments.

Medical Assessments

You will be sent a Certificate of Fitness in the mail and asked to visit a medical practitioner for a medical assessment if:

- you have a medical condition recorded against your driver's licence that is subject to a periodic review, or
- you are aged 70 or older and hold a licence for a class of vehicle other than a car, e.g. heavy vehicle or motorcycle.

If you hold a class MC (multi-combination) licence and drive certain road trains and B-triples, or on particular routes, you may be required to be medically examined at regular intervals regardless of your age or whether or not you have a medical condition recorded against your licence.

Self Assessment

You will be sent a self assessment annually in the mail to complete from the age of 75 years if you hold a class "C" (car) licence only and you do not have a medical condition.

The self assessment enables drivers to self assess their fitness to drive. It is designed to be completed independently, however if you answer yes or are unsure of any of the questions you will need to visit a doctor

to complete the assessment. The self assessment will be sent to you around the time of your birth date and is designed to help you to think about your health and how it may impact on your ability to drive safely.

Practical Driving Assessment

You will need to take a practical driving assessment if your medical practitioner feels it is necessary to help determine your fitness to drive.

The driving assessment consists of a short drive of about 30 minutes; it is not the same as the test that new learner drivers undergo to obtain their provisional licence.

Drivers are recognised for their experience and previous driving record. The practical assessment primarily looks at the ability of the driver to control the vehicle and demonstrate safe driving on the road in light to medium traffic while complying with the road rules.

From the age of 85, if you hold any class of licence other than "C" (a car licence) e.g. a truck or motorcycle, you will have to do an annual practical driving test. Car class licence holders are not required to have a practical driving assessment.

Surrendering a licence that is no longer wanted

If you no longer want to continue to drive, or you think you are no longer fit to drive, you may either return your licence to a Customer Service Centre in person or send it by post to Service SA, GPO Box 1533, Adelaide SA 5001, with a letter stating your decision. You will receive a refund for the unexpired portion of the licence. If you hold a licence for a class of vehicle other than a car, e.g. a motorcycle, truck or a bus, and you no longer need this class of licence, you can downgrade your licence to a class C (car). You simply advise a Customer Service Centre of your decision and arrangements will be made to issue you with a new licence.



Do you still want to drive?

Some drivers know when to stop driving. They feel increasingly uncomfortable, both physically and emotionally, when driving. Driving has become an ordeal instead of a pleasure and they realise that they could possibly be a danger to themselves, their passengers and other road users.

Free workshops are available to help inform drivers about issues facing older drivers, motorised mobility scooter safety, public transport and other alternatives to driving. For more information, please contact the department or visit the “Moving Right Along” website www.dpti.sa.gov.au/communityprograms/programs/moving_right_along

If you're not 100% sure, talk to a family member or someone you know.

Alternative means of transport

As we get older a time may come when we can no longer drive safely. It is therefore a good idea to find out as much as you can about other means of transport.

Some more hazardous or unfamiliar trips might be better undertaken by alternative transport rather than driving.

A check with the following organisations will provide you with details about alternative means of transport:

- senior citizens and community centres
- local bus and taxi companies
- City Free bus route
- the Council on the Ageing (SA)
- the Taxi Subsidy Scheme (you need to discuss this with your doctor as a referral for an eligibility assessment is required)
- your local council and community buses
- social networks which may exist within your community
- Service SA.

Choosing to use alternative transport compares favourably to the annual cost of running a car, especially when transport discounts and concessions are taken into account.

Senior Card holders can travel for free on Adelaide Metro routes on:

- weekdays before 7:01am, from 9:01am to 3:00pm, and after 7:00pm
- All day Saturday, Sunday and public holidays

Often using alternative transport is less stressful and more convenient, especially when travelling to major shopping centres or to the city of Adelaide.

Vehicles and Registration

This section covers your obligations to register your motor vehicle and to be covered by Third Party Insurance.





Registration of Motor Vehicles

All motor vehicles that are driven on South Australian roads must be registered. This involves the payment of a fee, which includes a component to cover Compulsory Third Party (Bodily) Insurance.

AAMI, Allianz Australia Insurance Limited, QBE Insurance (Australia) Limited and SGIC provide CTP insurance for vehicles registered in South Australia.

Insurance

Compulsory Third Party (Bodily) Insurance (CTPI)

It is a serious offence to drive a vehicle on a road or allow a vehicle to stand on a road without CTPI, for which heavy penalties apply. This insurance covers injuries caused to other persons by you. Note that CTPI is not insurance to cover damage to property such as another vehicle or your own vehicle. If you wish to insure against damage to property or vehicles, you must take out separate insurance with a private insurance company. Further information is available online at www.ctp.sa.gov.au

Crashes Involving Death or Injury

In the event of a road accident resulting in personal injury, please phone the South Australian CTP Insurance Personal Injury Helpline on 1300 303 558.

After reporting the crash, the owner, person in charge or the driver of a motor vehicle involved in a crash, have a duty to cooperate fully with the approved insurer in respect to providing the information required to process any claim. Penalties apply if this is not done (Section 124 of the Motor Vehicles Act 1959). This will include (in the case of the owner) a duty to give the approved insurer access to the vehicle, or part of the vehicle, on reasonable terms and conditions. This obligation is separate and distinct from any other obligation, such as reporting the crash to police.

Any person who is seriously injured in a crash, leading to lifelong disabilities such as very serious spinal or brain injury, whole limb or multiple amputations, major burns or blindness may qualify for support under the Lifetime Support Scheme (LSS). The LSS is a no fault accident compensation scheme to provide appropriate treatment, care and support for people who suffer serious lifelong disabilities in motor vehicle accidents in South Australia. The Lifetime Support Authority administers the LSS – their contact number is 1300 880 849 and further information is available via their website www.lifetimesupportauthority.com.au

Third Party (Property) Insurance

This insurance covers any damage caused by you to another person's property (e.g. their car), but not your car. It is relatively inexpensive and can be arranged by individual vehicle owners directly with an insurance company of their choice. If your vehicle is not covered for Third Party (Property) Insurance, you may have to pay the repair costs for the other person's vehicle if you are responsible for a crash, and these costs can often be very high.

Comprehensive Insurance

This insurance covers you for Third Party (Property) Insurance and will also pay for the damage to your own vehicle (even if the crash was your fault).

Driving an unregistered or uninsured vehicle

You must not drive an unregistered motor vehicle or vehicle without CTPI insurance (uninsured vehicle), or allow an unregistered or uninsured motor vehicle to stand on a road.

Number Plates

You must not drive a motor vehicle on a road unless a number plate or plates that bear the number allocated to the vehicle are attached to the vehicle. Number plates must not be altered in any way. The vehicle must not carry a false number plate.

Number plates must be visible from the front and rear of a motor vehicle and must not be obscured by a tow ball, load, plastic cover, dirt build-up or any part of the vehicle's bodywork.

Bicycle racks on vehicles

A bicycle rack attached to a motor vehicle, and any bicycle on the rack, must not obscure the rear number plate of the vehicle.

When attaching a bicycle rack to the rear of a vehicle, you can either:

- display a bicycle rack number plate on the rack, or
- take the rear number plate off the motor vehicle and attach it to the bicycle rack.

You must not display a standard number plate on both the rear of a motor vehicle and on a bicycle rack or display homemade number plates.

Bicycle rack number plates have the same registration number as your motor vehicle and cannot be used on any other vehicle.

When carrying bicycles on your rack, you must attach an additional brake light if the brake lights on the motor vehicle are not visible from a distance of 200 metres (under normal weather conditions).



Bicycle rack number plates can be purchased at your nearest Service SA Centre or online at www.ezyplates.sa.gov.au

Penalties

Penalties apply for not complying with registration and number plate laws, for example obscuring a number plate or driving unregistered.

Visiting motorists – registration requirements

Vehicles registered in another Australian State or Territory can be driven in South Australia.

The vehicle must display the registration requirements of the interstate issuing authority if required, e.g. a current registration label or certificate, card, permit, plate or plates and it must have valid compulsory third party insurance.

If you have moved to South Australia you are required to change the registration over to South Australia within 90 days.



What to do as a Seller

When you sell a registered motor vehicle you are required to complete the Disposal Notice on the reverse side of the Registration Details Certificate. The Disposal Notice should also be signed by the buyer.

The Disposal Notice must be lodged within 14 days at a Customer Service Centre or you can notify of disposal in writing at Service SA, GPO Box 1533, Adelaide SA 5001. This is now a legal requirement. It may provide some protection in the event the vehicle is used to commit an offence, for example red light, speed camera or parking violation.

You need to sign and provide the Application for Transfer of Registration on the reverse side of the Registration Details Certificate for the vehicle to the new owner.

If you do not have a Registration Details Certificate for the vehicle, you can obtain a replacement online if you are an EzyReg Account Holder, or alternatively you may purchase one at a Service SA Customer Service Centre.

What to do When Buying a Vehicle

Before buying a second hand vehicle, telephone 13 10 84 to check the vehicle's status.

Ask the following questions:

- Is the vehicle registered? (South Australian vehicles only)
- Is the vehicle recorded as stolen?
- Has the vehicle been recorded as written-off?
- Is the vehicle recorded as defected?

You should also check the vehicle's financial status against the Personal Property Securities Register (PPSR) at www.ppsr.gov.au or telephone 1300 007 777. You will need the VIN (vehicle identification number) or chassis number to search the PPSR.

At the time of purchase, complete and sign the Application for Transfer of Registration and Disposal Notice on the reverse side of the Registration Details Certificate.

The registration certificate must show the details of the person or business you acquired the vehicle from.

An application for Transfer of Registration must be lodged within 14 days from the date of purchase. Failure to do so may incur an additional fee.

The registered owner/operator also needs to sign the application in order to transfer the remaining registration into your name.

Send the completed form to

Service SA
GPO Box 1533
Adelaide SA 5001

or apply in person at a Customer Service Centre with the required fee.

Registered ownership does not prove legal ownership of a vehicle. It is in your best interest to obtain a receipt from the seller of the vehicle.

If you are purchasing a South Australian vehicle that is not registered and you wish to drive the vehicle, you must complete an Application for Registration and Third Party Insurance and lodge it at, or mail to, a Customer Service Centre. Heavy penalties apply for driving an unregistered vehicle.

Glossary

Angle parking

Angle parking is when a vehicle is parked at an angle and not parallel to the kerb, boundary or edge of the road as indicated by signs or road markings.

Bicycle storage areas (bike boxes)

A bicycle storage area is a safety feature at an intersection with traffic lights that allows bicycle riders to be more visible to drivers. It is represented on the road with a white bicycle symbol, the area may be painted green.

Built-up area

A built-up area is an area where there are buildings on land next to the road or street lighting.

Clearway

A clearway is a stretch of road along which stopping and parking are banned during certain times of day, such as morning and afternoon peak periods. It is shown by signs with the times marked on them.

Commercial vehicle

A commercial vehicle is one built solely for carrying goods. A utility (ute) is a commercial vehicle, but a station wagon and a sedan are not commercial vehicles.

CBT&A or Competency Based Training & Assessment

CBT&A optional training and assessment course conducted by a CBT&A Driving Instructor. It consists of 30 tasks set out in a log book, and is

required to be completed by the holder of a learner's permit in order to obtain the class C (car) driver's licence. The CBT&A course may be completed instead of the VORT practical driving test.

Continuing road

A continuing road at a T-intersection means the road on which the traffic route continues through the intersection. It is not necessarily the top of the 'T' but may be shown by signs and road markings.

Crossover road

A crossover road is the connecting road between the two sides of a major road, such as Anzac Highway in suburban Adelaide, where there is a broad piece of land between the two multi-lane roads. The crossover road can be one-way or two-way.

Customer Service Centre (Service SA)

A Customer Service Centre is where driver licensing and vehicle registration transactions are completed. See inside back cover for Customer Service Centre locations.

Department

The "department" is the Department of Planning, Transport and Infrastructure.

Dividing line

A dividing line means a road marking formed by a line or two parallel lines, either broken or continuous, designed to show the parts of the road to be used by vehicles travelling in opposite directions.

Driver

According to the *Road Traffic Act* and the Australian Road Rules, a driver is the person who is driving a vehicle (except a motorcycle, bicycle, animal or animal-drawn vehicle). However, for the purposes

of this handbook and unless otherwise stated, the term 'driver' also includes 'rider', and 'driving' includes 'riding'.

Edge line

A line marked along the road at or near the far left or far right side of the road.

GVM – Gross Vehicle Mass

GVM is the maximum loaded mass (or weight) of the vehicle specified by the manufacturer on the compliance plate or, if not, by a vehicle registration authority – in South Australia, the Registration and Licensing Directorate of Department of Planning, Transport and Infrastructure.

Hazard Perception Test

The Hazard Perception Test is part of the Graduated Licensing Scheme for new drivers. It involves a computer-based test that measures your ability to recognise potentially dangerous situations on the road and react appropriately. You must pass the Hazard Perception Test to progress from L to a P1 licence.

High-powered vehicles

High powered vehicles include, for vehicles manufactured **in or after 2010**; any vehicle with a power-to-weight ratio greater than 130 kW/t and vehicles with any modification to its engine performance.

For vehicles manufactured before 2010; vehicles with 8 or more cylinders, a turbocharged or supercharged engine (except diesel powered vehicles), modifications to increase engine performance and nominated high performance vehicles. For further information please visit www.myllicence.sa.gov.au

Intersection

An intersection is an area where two or more roads meet. It includes an area where vehicles travelling on different roads might collide and the area of any slip lane where roads meet.

Learner Approved Motorcycle Scheme

The Learner Approved Motorcycle Scheme allows R-Date licence holders to ride approved motorcycles with an engine capacity of up to 660ml, with a power-to-weight ratio of up to 150kW/t. A list of approved motorcycles is available from any Customer Service Centre, the website www.sa.gov.au/motoring or by telephoning 13 10 84.

Lanes

A 'lane' is the space between two lines (or a line and the kerb) painted to divide the road into two or more lines of traffic travelling in the same direction. A 'laned' road therefore has at least two lanes. A centre line is NOT a lane line. A road without marked lanes is an 'unlaned' road, regardless of its width.

Lane Filtering

Lane filtering is when a motorcycle rider travels at low speed in between two lines of stationary or slow moving traffic travelling in the same direction.

Level crossing

A level crossing is where a road and a railway or tramway meet and cross each other at substantially the same level. Most level crossings have a level crossing sign on the road at each approach to the crossing.

Log book (*The Driving Companion*)

A log book is included in the department's publication *The Driving Companion*. This is used to record the hours of supervised driving (minimum 75 hours including 15 hours of night driving) by a qualified supervising driver. Note: The term log book is sometimes used to describe the 30 task list of the Competency Based Training & Assessment (CBT&A) course which is also included in the publication.

Long vehicle

A long vehicle is a vehicle that is at least 7.5 metres long, including a trailer or caravan and any item or part of the load that is overhanging the rear or front of the vehicle.

Median strip and dividing strip

The dividing strip and the median strip are areas or structures that divide the road lengthways. They are designed to separate vehicles travelling in opposite directions, but do not include a bicycle path, footpath or shared path. The median strip is a wider, grassed or filled strip between kerbs. The dividing strip is a narrower strip, also between kerbs.

Multi-lane road

A multi-lane road is a one-way road or a two-way road with two or more marked lanes (except bicycle lanes) that are on the side of the dividing strip or median strip where the driver is driving and for the use of vehicles travelling in the same direction.

Obstruction

An obstruction is something that causes a hazard to traffic but is not a vehicle that has stopped in traffic or is travelling more slowly than other vehicles.

Overtaking

Overtaking is when you approach from behind and pass a vehicle travelling in the same direction.

Most drivers and riders consider overtaking to be crossing to the 'wrong' side of the road to pass a vehicle in front. But you are also overtaking if you are behind another vehicle and move into another lane or line of traffic (e.g. when passing another motor vehicle in another lane or passing a bicycle in front of you).

Painted island

A painted island is an area of road on which there are white stripes marked on the road surface.

Parallel parking

Parallel parking is when a vehicle is parked with one of the longer sides of the vehicle, usually the left side, alongside and parallel to the kerb, boundary or edge of the road.

Pedestrian crossing

Pedestrian Crossing is the common term used in South Australia to describe a marked foot crossing – a place marked on a road where adults and children may cross safely.

Qualified supervising driver

A qualified supervising driver is a person who supervises a novice (Learner) driver and can display appropriate driving behaviours and attitudes for making safe driving decisions. The qualified supervising driver must meet the following criteria; must have held an unconditional licence (not subject to provisional, probationary conditions or good behaviour) for a minimum of two years and have not been disqualified in the previous two years; must not have a blood alcohol level of 0.05 or higher or THC (the active component in cannabis), Methylamphetamine (also known as crystal meth, speed or ice), MDMA (Ecstasy) in their blood or oral fluid, and must hold a licence to drive a vehicle of that class or higher class being driven by the learner driver.

Resident of South Australia

As well as someone who lives permanently in South Australia, a resident of South Australia can be any overseas person (holding a permanent visa under the *Migration Act 1958*) or interstate person who has resided in South Australia for three months. It does not include members of the Armed Forces or the spouse or dependants of the member.

Rider

A rider is the person who is riding a motorcycle, bicycle, animal or animal-drawn vehicle.

Road

A road is an area that is open to or used by the public and is developed for, or has as one of its main uses, the driving or riding of motor vehicles. Unless otherwise stated, a reference to a road in this handbook includes a road-related area.

Road-related area

A road-related area includes:

- an area that divides a road
- a footpath or nature strip next to the road
- an area open to the public used for driving, riding or parking vehicles
- an area open to the public used by bicycle riders and animals
- the shoulder of the road, which can be any unsealed part or any sealed part that is outside an edge line on the road
- the kerb of the road.

(legal advice may be required as to what constitutes a road-related area)

Road train

A road train is a combination of heavy haulage vehicles consisting of a prime mover and at least two trailers.

Road user

A road user is a driver, rider of a motorcycle or bicycle, passenger, pedestrian, or user of a wheeled recreational device or toy.

Slip lane

A slip lane is the area of road for vehicles turning left that is separated from other parts of the road by a traffic island or a painted island.

T-intersection

A T-intersection (commonly called a T-junction) is where one road ends (a terminating road) and the other road continues (continuing road). The terminating road is not necessarily the 'stem of the 'T' because either of the roads can end at a T-intersection through the use of road markings.

Turning lane

A turning lane is a marked lane, or the part of a marked lane, for vehicles travelling in one direction, such as where a 'left turn only' sign applies.

U-turn

A U-turn is a turn made by a driver or rider so that the vehicle faces in approximately the opposite direction from which it was facing before the turn was made. It does not include a turn made at a roundabout.

Vehicle

A vehicle includes a motor vehicle, trailer, motorcycle, bicycle, tram, an animal-drawn vehicle and a motorised wheelchair that can travel at more than 10 km/h.

VORT or Vehicle On Road Test

VORT is the optional practical driving test that learner drivers may pass in order to obtain the class C (car) driver's licence. The VORT has a pass/fail result and it may be attempted instead of the Competency-Based Training course.

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