The Driver’s Handbook

In this book • Your Road Safety Responsibilities • The Road Rules • Drivers and Licensing • Vehicles and Registration
Handbook information

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 should not be taken as a precise interpretation of the law. It does not set out to be complete or a substitute for the legislation made by Parliament. Recent changes in laws may not be reflected in this publication.

*The Driver’s Handbook* can be downloaded from www.dtei.sa.gov.au

If you require further information, please call 13 10 84 between 8am and 6pm Monday to Friday.

Information on the relevant South Australian legislation may be obtained from the following web site: 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.*

Department for Transport, Energy and Infrastructure

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MR200
Welcome to the *Driver's Handbook* which is designed to support all road users and contains essential information and useful tips.

Before you drive…

- **Think about safety.** Know the risks and be prepared. *Your Road Safety Responsibilities* reminds you about the major risks on the road and how to avoid them.

- **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 Insurance. Refer to the *Vehicles and Registration* section for details.

Whilst I recommend that you read this handbook from cover to cover, if you are applying for a learner’s permit, you will need to study the Road Safety and Road Rules section carefully. Stay alert and travel safely.

Registrar of Motor Vehicles
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## Licence Classes

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<tr>
<td><strong>C</strong></td>
<td>• Any motor vehicle with a gross vehicle mass (GVM) not greater than 4.5 tonnes but does not include a bus, motor bike or motor trike. The motor vehicle may tow a single trailer, subject to the combination mass limits fixed under the <em>Road Traffic Act 1961</em>.</td>
<td>Must be at least 16½ years old and have held a learner’s permit for at least 6 months.</td>
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<tr>
<td><strong>LR</strong></td>
<td>• Any motor vehicle from class C. • Any other motor vehicle with a GVM not greater than 8 tonnes except a motor bike or motor trike. The motor vehicle may tow a single trailer, subject to the combination mass limits fixed under the <em>Road Traffic Act 1961</em>.</td>
<td>Must have held a class C for at least one year.</td>
</tr>
<tr>
<td><strong>MR</strong></td>
<td>• Any motor vehicle from class LR. • Any other motor vehicle with 2 axles except a motor bike or motor trike. The motor vehicle may tow a single trailer (other than a semi-trailer) with a GVM not greater than 9 tonnes, subject to the combination mass limits fixed under the <em>Road Traffic Act 1961</em>. • Any special purpose vehicle with a GVM not greater than 15 tonnes.</td>
<td>Must have held a class C for at least one year.</td>
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<tr>
<td><strong>HR</strong></td>
<td>• 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 motor bike or motor trike. The motor vehicle may tow a single trailer (other than a semi-trailer) with a GVM not greater than 9 tonnes, subject to the combination mass limits fixed under the <em>Road Traffic Act 1961</em>.</td>
<td>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.</td>
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<td><strong>HC</strong></td>
<td>• 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 tonnes (whether or not any unladen converter dolly or low loader dolly is also attached).</td>
<td>Must have held a class MR or HR for at least one year.</td>
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<td><strong>MC</strong></td>
<td>• Any motor vehicle or combination of motor vehicles except a motor bike or motor trike.</td>
<td>Must have held a class HC or HR for at least one year.</td>
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<td><strong>R-DATE</strong></td>
<td>• Any approved motor bike or motor trike the engine capacity of up to 660ml with a power-to-weight ratio not exceeding 150kw/t.</td>
<td>Must be at least 16½ years old, held either a learner’s permit for at least 6 months or a class C licence.</td>
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<tr>
<td><strong>R</strong></td>
<td>• Any motor bike or motor trike.</td>
<td>Must have held a class R-DATE* for at least one year.</td>
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*R-DATE: means the expiry date of the learner’s permit or the date falling one year after class R-DATE was endorsed on the licence. It indicates the date on which the holder may apply for a class R licence. The holder of a class R-DATE licence remains restricted to a motor bike with an engine capacity of up to 660ml with a power-to-weight ratio of 150kw/t until granted a class R licence despite the fact that the date included in the classification has passed.*
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 Department for Transport, Energy and Infrastructure road safety website: [www.dtei.sa.gov.au/roadsafety](http://www.dtei.sa.gov.au/roadsafety)

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 rules information in *The Driver’s Handbook* carefully as the learner’s permit theory test is based directly on this information.
Each year, at least 20 young drivers and 12 young passengers aged 16-24 are killed in South Australia. In addition, each year, nearly 320 drivers or passengers in this age group will be 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 higher level thinking abilities in scanning the road ahead and in hazard perception. Such skills are best learned through extensive supervised driving practice and an understanding of how you, as a young driver, respond to pressures and distractions.

National and South Australian research has found four strong reasons for the serious levels of death and injury statistics in the young driver age group. As a young driver, be aware of these four factors, especially in relation to your own driving and when your friends are driving.

1. **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.

2. **Inadequate 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.

**Young Drivers**

Statistics show that young drivers have a far greater risk of death and serious injury. People aged 16 to 24 years make up 12% of the population, but account for 27% of road fatalities and 30% of serious injuries in South Australia each year. Also, young drivers have a significantly higher risk of death relative to the number of kilometres they drive, compared to other driver age groups.
3. **Passengers**
Young driver crash risk increases when they carry similar age passengers. This is likely to be due to distractions caused by the passengers, as well as peer pressure on the driver to take greater or more risks. Male passengers aged 16 to 24 in South Australia tend to have the highest death rates and both male and female passengers in this age group tend to have the highest serious injury rates of all road user age groups.

4. **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. Provisional licence holders in South Australia aged 16 to 17 who are driving very late at night have crash rates up to seven times higher than in the day time.

<< see also Driving at Night or in Poor Visibility in the road rules section on pages 82 to 83 >>

**Take charge of building your driving skills and experience:**

- As a learner driver, get as much supervised driving practice as possible. Learner drivers who have around 120 hours of supervised practice have been shown to have substantial crash reductions – up to 35%.
- 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.
- Try to avoid carrying more than one passenger (especially of a similar age to the driver). If more than one young person needs to travel in your vehicle, ask a more experienced or fully licensed driver to drive the group.
- Gain supervised experience in night driving. Night driving requires more skills and concentration, so it is smart to practise night driving often. Even if you are a provisional licence holder, have a more experienced driver travel with you.
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 14 to 15 and 88 >>

Single vehicle crashes

Compared to experienced drivers, young new drivers are twice as 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.
Turning at an intersection crashes
Half of all crashes occur at intersections. The main cause of these crashes is 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
Crashes can occur if a driver fails to check side mirrors and blind spots (by looking over their right or left shoulder). However, some provisional licence holders often forget blind spot checks or believe that a check is not required when changing lanes, merging or diverging, which can lead to a crash or a near-miss incident.

Head-on crashes
Head-on crashes on country roads can have devastating results. Provisional licence holders 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 section on overtaking pages 32 to 33 >>
Fatigue

Driver fatigue is particularly dangerous because one of the symptoms is decreased ability to judge levels of tiredness.

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. << see page 26 >>

Australian New Car Assessment Program (ANCAP)

You can reduce your chances of death and injury in a crash if your vehicle has been given a high safety rating in the Australian New Car Assessment Program (ANCAP) or in the Used Car Safety Ratings program. You can find out more about these crash-testing programs and car ratings on the website: www.dtei.sa.gov.au/road safety
Keep your speed down

For a fit and alert driver, in good driving conditions, at 60 km/h it takes about ¾ 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 two seconds. This distance – about six or seven 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 two 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 and your vehicle should not have reached that point before that time.
- Often you may need more than two 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.

**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 x 2); if your speed trebles, your braking distance will increase by nine times (or 3 x 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 x 20 metres).

When approaching a corner or bend, the driver needs to brake to a safe speed before entering the corner or bend because the vehicle will remain more stable and controllable when braking is done in a straight line.

Did you know? Approximately 30% of all crashes are rear-end ones (Don’t tailgate!)

### Stopping distances

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<thead>
<tr>
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<th>Stopping Distance wet roads (Metres)</th>
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<td>50</td>
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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 above the legal limit of 0.05.

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 $2,500), 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 or may even regress to a former licence stage. For serious drink driving offences, drivers face immediate loss of licence at the roadside.
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.

An alcohol interlock device may also 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, over a third of drivers and riders killed in road crashes have a BAC over the legal limit of 0.05 – the majority more than three 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.
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 cyclists
• 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 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.
Driving under the influence
A person who drives, or attempts to drive a vehicle 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.
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.

**Drugs and Driving**

Drug driving is one of a number of contributors to road deaths in South Australia. On average 24% 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.

**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 (cannabis), Methylamphetamine (speed) 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.dassa.sa.gov.au for more information.
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.

Every year about 27 drivers and passengers killed and a further 74 seriously injured are not wearing a seatbelt when they are in a vehicle involved in a crash. Many of these deaths and injuries would have been prevented or be less severe if they were wearing a seatbelt. Some of these passengers were children.

Statistics show that nearly 60 child passengers aged 0-16 years are killed or injured in South Australia each year – nearly a third of these are aged 0-7 years.

A further 365 sustain minor injuries every year. Just over 45% of passenger deaths and a quarter of those seriously injured in this age group were not wearing a seatbelt at the time of the crash. The severity of injury received in crashes, especially injuries to the face and head, is significantly lower if occupants wear their seatbelts.

Wearing a seatbelt can be a life or death decision – both for you and your passengers. Seatbelts should 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.

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. Sitting in the rear seat of a vehicle can also reduce a child’s risk of injury or death by 35% or more in the event of a crash, compared to sitting in the front.

For further information about child restraints visit:

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.
Inattention or distraction are reported to be a contributing factor for 35% of fatal crashes and 47% 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.

All drivers have a responsibility to be aware of the rules surrounding mobile phone use while driving and should refer to pages 97 and 98 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 30% 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.

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.

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.
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

Pedestrians, cyclists, riders of motorcycles, riders of horses, users of wheeled recreation devices; drivers of cars and heavy vehicles; the young, the elderly, and people with disabilities – all road users should know their responsibilities and respect the rights to safety of all who share our roads.

Pedestrians

Nearly one in every ten road deaths in South Australia is a pedestrian. In addition to fatalities there are on average over 100 pedestrians seriously injured and 350 pedestrians 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 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.
Cyclists

To share the road safely with cyclists, drivers should:

- scan the road ahead for cyclists
- when turning or entering an intersection look for cyclists and give way as you would for any other vehicle
- give cyclists plenty of room; a minimum of 1m clearance when overtaking
- before opening a car door, look behind and over your right shoulder for cyclists
- 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)
- remember that cyclists can legally ride two abreast, so be patient as you approach and overtake only when safe.

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.

Note that drivers and passengers are not permitted to lead an animal while driving.
Motorcyclists

Motorcyclists, 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. Each year in South Australia, motorcycle rider fatalities make up around 19% of all vehicle operator fatalities and 12% of all road user 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 motorcyclists 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 motorcyclists’ 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 motorcyclists, in much the same way as they do for cyclists, by always checking what is in front of their vehicle, behind it and to each side. Always leave plenty of room if overtaking a motorcyclist.

<< further information relevant to motorcyclists can be found on pages 84 to 85 and 117 to 119 >>
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 22 to 23 and 42 to 43 >>
Running off the road

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. Vehicles fitted with ESC can reduce rollover and left road crashes by up to 90%.

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.

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 overtaking in the road rules section on pages 52 to 53 >>
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. Cyclists 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. Always provide as much room as possible between your vehicle and cyclist when overtaking. If possible, on multi-laned roads, move entirely into adjacent travel lanes to overtake.

<< see pages 86 to 87 >>

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.

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.
In Case of a Crash

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.

-reporting 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.
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.

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.

The crash must be reported to police as soon as possible but, except in exceptional circumstances, within 24 hours of the crash. This applies where the only property damaged is that belonging to the driver or where the damage exceeds $1000.

An example of exceptional circumstances would include a driver who is conveyed to hospital and is admitted for treatment for more than 24 hours.
Giving 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.
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.

If your vehicle needs to be towed after a crash within the metropolitan Adelaide area – you must ring the tow truck number on the back of your registration label – 8231 5555.

If the crash occurs outside the metropolitan area you can contact any tow truck operator available.
This section deals with the rules you must comply with when driving. 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.
How to read the diagrams

Diagrams are included to help you understand particular rules in this section of the handbook. Some diagrams have plan (overhead) or ordered views of vehicles.

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

- In some diagrams, a red vehicle shows where the driver is disobeying or breaking a rule. A green vehicle shows a driver who is obeying or complying with a rule.

- In others, a red vehicle shows where a driver must give way to pedestrians, bicycles or other vehicles. The red vehicle is marked with a letter ‘B’ on the roof 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.
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, 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, motor bike and bicycle riders must obey them, in every situation.
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
• sit in the front row of seats if there is no seatbelt available, unless
  – the vehicle has only one row of seats, or
  – there is no seat available in another row.

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 motorbike rider) also commit an offence if passengers are not wearing a seatbelt or child restraint as required below:

*Passengers 16 years old and older:*

• must wear a seatbelt where one is available.

Bus and taxi drivers are exempt from ensuring passengers comply with this rule.

*Passengers 12 months old and under 16 years old:*

• must wear a seatbelt (or child restraint) if one is available
• must wear a seatbelt before any passengers aged 16 or over.

*Children under 12 months old:*

• must occupy an approved child restraint suitable for the child’s height and weight (e.g. baby capsule).
Drivers of vehicles manufactured before July 1976 and trucks are exempt from this requirement. Drivers of taxis are also exempt from this rule if a child restraint is not available.

*When sitting in the front of a vehicle.*

In all vehicles with more than one row of seats, passengers under 16 years may only sit in the front row of seats if they are wearing a seatbelt or child restraint. Passengers over 16 years may only sit in the front row of seats if they are wearing a seatbelt or there is not a seating position available in another row of seats.

**How to wear a seatbelt**

- 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 you are:

- engaged in door-to-door delivery or collection of goods
- operating a vehicle for the collection of waste or garbage
- required to get in or out of the vehicle, or on or off the vehicle at frequent intervals, provided the vehicle does not travel at more than 25 km/h.

The following people are also exempt from the requirement to wear a seatbelt. However, if the vehicle has more than one row of seats, a passenger must not sit in the front row of seats:

- 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.

- Children under 16 must be given a seatbelt before any other passengers.

**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.
- 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.
- Sitting in the rear seat of a vehicle can also reduce a child’s risk by 36% or more in the event of a crash, compared to sitting in the front.

<< see also ‘when a vehicle is moving’ and ‘opening doors’ pages 97 to 98 >>
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.

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 limits**

- Between school crossing (koala crossing) signs that state when lights flashing.

- Between School Zone signs that state when children present. This applies when a child is in the zone, including outside of school hours, and whenever a child is on the road, footpath, median strip, or even on a bicycle.

- 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 zig zag 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.

**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.

**Remember:**

25 km/h (or as indicated) when passing roadworks with signs displayed.
General safety speed limits

You must slow down to a safe speed and must not exceed 40 km/h when passing an emergency services vehicle that is stationary and displaying red and/or blue flashing lights. An emergency services vehicle includes:

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

Example 7:
Driver slowing to a safe speed (no greater than 40 km/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*

<table>
<thead>
<tr>
<th></th>
<th>L (Learner)</th>
<th>P1, P2 (Provisional)</th>
<th>C (car), R (motor bike) (Full licences)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Built-up area</td>
<td>50 km/h</td>
<td>50 km/h</td>
<td>50 km/h</td>
</tr>
<tr>
<td>Outside built-up area</td>
<td>80 km/h (100 km/h with Driving Instructor in dual control vehicle)</td>
<td>100 km/h</td>
<td>100 km/h</td>
</tr>
</tbody>
</table>

### Penalties for exceeding the speed limit*

<table>
<thead>
<tr>
<th>Exceeding speed limit by</th>
<th>Expiration fee</th>
<th>Expiration fee</th>
<th>Expiration fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>less than 10 km/h</td>
<td>demerit points</td>
<td>demerit points</td>
<td>demerit points</td>
</tr>
<tr>
<td>10 km/h or more</td>
<td>demerit points disqualification regress (start again)</td>
<td>demerit points disqualification regress (back one stage)</td>
<td>demerit points disqualification</td>
</tr>
<tr>
<td>45 km/h or more</td>
<td>demerit points immediate loss of licence disqualification regress (start again)</td>
<td>demerit points immediate loss of licence disqualification regress (back one stage new licence subject to curfew restrictions)</td>
<td>demerit points immediate loss of licence disqualification</td>
</tr>
</tbody>
</table>

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 1 and 2). 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.
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 3 and 4). You must not cross these lines to overtake or make a U-turn, unless you have to avoid an obstruction.

Two continuous parallel lines
You must keep to the left and must not cross these lines (Example 5), unless you have to avoid an obstruction.

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.
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 73 >>

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. 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.

Only the driver of a public bus or emergency vehicle can drive in a Bus Only Lane. A Bus Only Lane means a marked lane, or part of a marked lane, the road surface of which is painted red and marked with the words ‘Bus Only’ in white letters.
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.

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

- park or stop a vehicle in a bicycle lane
- drive a vehicle (including a motor bike) 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.

Bicycle riders must, if practicable, use a bicycle lane if one is available, but may move out of the bicycle lane to avoid debris, pot holes, an obstacle, or to overtake another bicycle.

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.
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
- 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 ride or 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 – there are some who are permitted to ride 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 that is above the level of the road except:

- to avoid an obstruction
- it is reasonable and necessary to drive on the dividing strip and
- you have a clear view of the road.

You may drive on a dividing strip that is at the same level as the road and marked on each side by a single continuous line to enter or leave a road or to enter an area in the dividing strip where parking is permitted.

Driving on a painted island

You must not drive over a painted island however, you may drive on or over a single continuous line surrounding a painted island for up to 50 metres to enter or leave a road or to enter a turning lane that begins at the end of the painted island. 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.

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
• 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
• 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.
• where there is a single continuous dividing line or a single continuous dividing line to the left of a broken dividing line (Example 3 and 4 – page 48), unless you can do so without any part of your vehicle crossing the line
• where there is a double continuous dividing line (Example 5 – page 48)
• on the approach to a children’s or pedestrian crossing where another vehicle is stopping or has stopped to give way to pedestrians (Example 6 – page 53)
• 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 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 6: Driver must not pass or overtake a vehicle that has stopped to give way to a pedestrian at a pedestrian crossing.

Long vehicles

Except when overtaking, 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. In a designated road train area, long vehicles must maintain at least 200 metres behind another long vehicle.
Signs
There are two categories of road signs:

<table>
<thead>
<tr>
<th>Regulatory signs</th>
<th>MUST BE OBEYED</th>
<th>Examples:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stop sign</td>
<td>Speed limit</td>
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<table>
<thead>
<tr>
<th>Advisory signs</th>
<th>Provide warnings or advice about road conditions; you should follow their suggestions</th>
<th>Examples:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection ahead</td>
<td>Lane markings change</td>
<td>Suggested speed for a bend</td>
</tr>
</tbody>
</table>

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 69).

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 69).

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 44 to 46 >>

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.
Advisory 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 emergency telephones, 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 44 to 46 >>**
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, motor bike 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 57)
- 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).

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

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 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 87 >>

**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 motor bikes, 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
• 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 58)

• 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 58)

• 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).

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 68 to 74 >>

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 60).

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.
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
- 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.
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 70 to 71 >>

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 62 >>

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 crossing the line or risking a rear-end crash with vehicles following you.
**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.

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**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.
Flashing Yellow Circle or Arrow
You may proceed with caution – obeying the Give Way rules for intersections not controlled by signs. << see page 71 >>

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.

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 59 to 60 and 72 >>

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.
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 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 signalised intersections and may also be located between intersections. Pedestrian push buttons are provided at these crossings to stop road traffic to allow pedestrians to cross safely. Walk / Don’t Walk lights are displayed for pedestrians.

Pedestrian crossings

Pedestrian crossings have white stripes (‘zebra’ road markings) across the road with pedestrian crossing signs (walking legs) and may also have alternative twin flashing lights. (Example 15)
Wombat crossings

Wombat crossings are pedestrian crossings placed on a raised section of road in residential areas with a regulatory sign showing a speed limit of 40km/h.

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 45 >>

- ‘koala’ crossings – have red and white posts at the edge of the road and twin, alternating yellow flashing lights. A speed limit of 25 km/h applies when the lights are flashing.

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.

You must stop your vehicle and Give Way.

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 lowered.

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.
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 of the crossing.

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.

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).
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

Giving Way at Pedestrian Crossings and Children’s Crossings
At a pedestrian crossing, you must:
• Give Way to any pedestrian on the crossing.
At a children’s crossing (Example 17), you must:
• stop, remain stationary and Give Way to any pedestrian (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.

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 (Example 15 – page 64).

<< see also crossings on pages 64 to 65 >>

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.

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 70).

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 54 >>

Importantly, if you are approaching a Give Way sign/line, and there is no danger of colliding with another vehicle or a pedestrian 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.
Giving Way when turning left from a Slip Lane

You must Give Way to any pedestrian on 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 69).

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 – page 71, 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 71, 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 crossing the road you are entering.
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 72), but not if they are turning left from a slip lane (Example 20 – page 69). 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 72) 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 72). You must also Give Way to a pedestrian who is crossing a slip lane if you are turning left at the slip lane.

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

You must Give Way to any vehicle or vehicles, including bicycles, approaching from the right at an intersection not controlled by signs or traffic signals and not a T-intersection. This is known as the ‘Give Way to the Right’ rule (Examples 32, 33, 34 and 35 – page 72, 73).
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 59 and 60 >>

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 73). The median strip might be a narrow grassed strip or wide enough to require a short ‘crossover’ road (Example 37 – page 73).
You must also Give Way to any oncoming vehicle already in the break in the median strip that is waiting to turn.
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 74).

The Zip Merge does not apply where lane lines are marked between the vehicles and one lane is ending (Example 39 – page 74) 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 74). This also applies where the road is wide enough for two lines of traffic but there are no lanes marked on the road (Example 41 – page 74).

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 motor bikes 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.
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 bicycles 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.

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 76). If you want to go straight on, you can use either lane (Example 45 – page 76), and if you want to turn right – leaving from the third or any subsequent exits you must chose the right-hand lane (Examples 46 and 47 – page 76), 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 at a multi-lane roundabout provided they give way to any vehicle exiting the roundabout. Drivers must remember to look out for those cyclists stopped in the left lane who are giving way to exiting vehicles.

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.
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.

Unless you join or leave a freeway/expressway at the start or end, you will use ‘entry’ and ‘exit’ roads.
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.

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.

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.
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 of, 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.

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.

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 and towing is contained in the Load Restraint Guide and the Towing and Trailer Information Bulletin, which are 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 unloaded 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 (motor bikes 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.

**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 should never be carried in 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. Motor bikes 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.
Motor Bikes

Motor bikes 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 motor bike riders. These are:

- an approved helmet must always be worn
- motor bikes 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 both dangerous and illegal
- riding between two lanes of stationary vehicles where lane lines are marked on the road is also both dangerous and 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 motor bike. They may only be carried in a sidecar
- all sidecar passengers must be safely seated at all times that the motor bike is moving
- an animal cannot be carried on the petrol tank of a motorcycle (except a farm animal carried for less than 500 metres).

Being seen

The outline of a motor bike 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 motor bike rider can see a car much better than a driver can see a motor bike.

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 motor bike 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.
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.

Compulsory equipment
Both motor bike rider, 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 Standards Association of Australia or the British Standards Institution, or manufactured by Arai Hirotake Limited and marked with the appropriate model number. Road Traffic (Miscellaneous Regulations 1999).

Further information on standard numbers and model numbers can be obtained from a Customer Service Centre. 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. Chin cups are not recommended.
Cyclists

Bicycles are classified as vehicles, and bicycle riders have the same rights and responsibilities as all other drivers and are required to obey the road rules. Furthermore motor vehicle drivers have a responsibility to share the road safely with cyclists.

Bicycle lanes

A bicycle lane is a lane indicated by signs and road markings 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.

While the bicycle lane is in operation, you must not park or stop a vehicle in a bicycle lane or drive a vehicle (including a motor bike) in a bicycle lane, except when:

- entering or leaving the road from private property, a parking area or another road (and then only for up to 50 metres)
- 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).

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, including a bicycle lane line.

Rules and responsibilities for motor vehicle drivers in relation to cyclists

- Watch out for bicycle riders – there are some who are permitted to ride on footpaths.
- 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.
- 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.
Share the road
Scan the road for cyclists when turning or entering the roadway and when negotiating roundabouts. Give cyclists plenty of room when overtaking and note that cyclists are allowed to ride two abreast.

Rules And Responsibilities Specific To Cyclists

Bicycle lanes
Bicycle riders must, if practicable, use a bicycle lane during the times of operation if one is available, but may move out of the bicycle lane to avoid debris, potholes, an obstacle, or to overtake another bicycle.

Turning and overtaking
Bicycle riders are required to give a hand signal when turning or diverging to the right, except when doing a hook turn.
It is also advisable for cyclists to indicate their intentions to other road users when turning left or stopping.
Bicycle riders are permitted to make a right turn by doing a hook turn – crossing an intersection on the left side and waiting on the opposite corner for a break in traffic before proceeding along the road into which the turn is to be made.
Bicycle riders can overtake another vehicle on the left, but not if it is indicating and turning left.

Equipment
Helmets – When riding you must wear an approved bicycle helmet (one that meets ASNZS2063).
Warning device – Every bicycle must have an effective warning device such as a bell or a horn in working order.

Lighting – When riding at night or times of reduced visibility you must have, either on you or your bicycle:
• a front flashing or steady white light that is clearly visible at least 200 metres from the front of the bicycle
• a rear flashing or steady red light that is clearly visible at least 200 metres from the rear of the bicycle
• a rear reflector that is clearly visible from at least 50 metres from the rear of the bicycle when light is projected on to it by low beam.

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).

Other
Bicycle riders must not ride within two metres of the rear of a moving motor vehicle continuously for more than 200 metres. They also must not hold on to the rear of a moving vehicle.
You or your passenger must not lead an animal while driving a motor vehicle or riding a bicycle.
Cyclists are allowed to ride two abreast however when a bicycle lane is in operation, cyclists must remain within the bicycle lane when riding two abreast, otherwise ride in single file.
The rider of a bicycle must not carry more people on the bicycle than it is designed to carry.
The passenger on a bicycle must sit in the seat that is designed for the passenger.
The rider of a bicycle must not carry a passenger who is not seated in a seat that is designed for the passenger.
Sharing the Road with Heavy Vehicles

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 behind 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:

<table>
<thead>
<tr>
<th>Vehicle Speed (km/h)</th>
<th>Stopping Distance dry road (metres)</th>
<th>Stopping Distance wet roads (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>60</td>
<td>80.6</td>
<td>90.3</td>
</tr>
<tr>
<td>80</td>
<td>130</td>
<td>170.3</td>
</tr>
<tr>
<td>100</td>
<td>185</td>
<td>277.5</td>
</tr>
</tbody>
</table>

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.

Turning truck

Because trucks are bigger than cars, they take up more space than cars when turning, so keep a safe distance away and give them room to move.

Don’t overtake on the inside of a turning truck which displays these signs.
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 two lanes to make their turn.

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.

**Overtaking**

Unsafe overtaking is something truck drivers see all too often. 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 type of truck am I overtaking?

It is also important to avoid being pressured into overtaking by other following vehicles. Keep your cool and if necessary let them pass.
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. A truck will try to be rolling on entering a roundabout. The truck is not racing but trying to lessen the delay to all traffic. If a loaded B-Double has to move off from a standstill, every vehicle will have to wait for the truck.

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 and stop. A truck that is some combination of very long, high, wide or heavy will be 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.
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.
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 but does not give the exact angle, you must park at 45 degrees with front to kerb (Example 49).

If a sign or markings indicate 90 degree parking, you may park with front to the kerb (Example 50) unless a sign states 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.

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.

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 94), 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 94).
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 67)
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 taxi (and then only to immediately set down or pick up passengers)
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 motor bike or bicycle parking sign applies, unless riding a motor bike or bicycle respectively
in a parking area reserved for people with disabilities, unless displaying a valid permit
on a painted island.
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.

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.

However, a vehicle in which a disabled person’s parking permit is lawfully displayed may park for twice the period indicated, or the period indicated on the sign plus a further 90 minutes, whichever is the greater. This extended time does not apply to a parking area designated 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.
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 motor bike 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

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.

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.

Arrester beds

A driver must not drive in an arrester bed unless the driver must do so in the interests of 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 others 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.

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).
• It is an offence to create, send or look at a text, video message or email on a mobile phone.

• 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.

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.

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.

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. Department for Transport, Energy and Infrastructure 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.

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, Department for Transport, Energy and Infrastructure or the Passenger Transport Board.
EVERYONE HATES DRINK DRIVERS.

stop CREEPING over the speed limit.
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, first obtaining your learner’s permit, then moving through 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 (CBT) 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 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, or
- a replacement licence or learner’s permit if you cannot supply your current photographic South Australian licence or permit.

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 (CBT) course.

Identification documents

At least three documents are required to provide evidence of identity with at least one document provided from both category A and B (see next page).

Your signature, date of birth and current address must all be provided on at least one piece of evidence. If none of the documents from Category A and B show evidence of your current address a fourth document must be provided (see Evidence of Residential Address below). Documents must be originals and issued within the allowable time. Photocopies/extracts or commemorative certificates are not acceptable.

Evidence of residential address

If not already established by Category A or Category B documents one of the following is required:

- financial institution statement (bank statement) up to one year old
- telephone, gas or electricity account (up to one year old)
- water rates, local government council rates or land valuation notice (up to two years old)
- certificate or statement of enrolment from an educational institution (up to one year old)
- contract of purchase, current lease or rental document for relevant premises
- vehicle registration certificate (current)
- SA driver’s licence or vehicle registration renewal notice for the coming period
- land tax valuation notice (current)
- Australian Taxation Office assessment (last or current financial year)
- Australian electoral enrolment confirmation
- a letter from the principal of a recognised educational institution verifying the person’s address (up to one year old).
**Medical fitness to drive**

Any applicant for a learner’s permit, or a driver’s licence must declare any illness, disease or disability that could impair his or her ability to operate a motor vehicle effectively and safely.

If you have a permit or licence and you develop a medical condition or illness that can affect your ability to drive, you must advise the Registrar of Motor Vehicles in writing at PO Box 1, Walkerville SA 5081 as soon as possible.

Depending on the type and seriousness of the condition/illness, medical evidence and a practical driving assessment may be required by the Registrar when determining if a learner’s permit or particular class of licence should be issued or retained.

<table>
<thead>
<tr>
<th>Category A</th>
<th>Category B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Australian Birth Certificate (showing a registration number)</td>
<td>Medicare card</td>
</tr>
<tr>
<td>Australian Citizenship Certificate or Naturalisation Certificate</td>
<td>plastic financial institution card with signature and embossed name (e.g. credit card)</td>
</tr>
<tr>
<td>Australian passport (expired no more than two years ago)</td>
<td>student identity document (with photo and/or signature) issued by educational institution</td>
</tr>
<tr>
<td>overseas passport (expired no more than two years ago and accompanied by a current Australian Visa)</td>
<td>Centrelink Pensioner Concession/Health Care Card</td>
</tr>
<tr>
<td>Department of Immigration and Multicultural and Indigenous Affairs travel document (valid up to five years after issue)</td>
<td>Australian issued security guard or crowd controller licence showing photograph</td>
</tr>
<tr>
<td>Department of Immigration and Multicultural and Indigenous Affairs Certificate of Evidence of Residential Status</td>
<td>Australian issued firearm licence showing photograph.</td>
</tr>
<tr>
<td>Australian photo driver licence (expired no more than two years ago)</td>
<td>Photograph and signature stored in the South Australian licence system</td>
</tr>
<tr>
<td>photograph and signature stored in the South Australian licence system</td>
<td>Australian Defence Force photo identity card (excluding civilians)</td>
</tr>
<tr>
<td>Australian Defence Force photo identity card (excluding civilians)</td>
<td>Police Officer photo identity card (from issuing jurisdiction only)</td>
</tr>
<tr>
<td>Police Officer photo identity card (from issuing jurisdiction only)</td>
<td>South Australian or Federal Police Officer identity card</td>
</tr>
<tr>
<td>South Australian or Federal Police Officer identity card</td>
<td>South Australian Proof of Age card (issued after 9 October 2006).</td>
</tr>
<tr>
<td>South Australian Proof of Age card (issued after 9 October 2006).</td>
<td></td>
</tr>
</tbody>
</table>
If you have a condition of:

- **Diabetes, epilepsy, psychiatric illness, severe coronary or cardiovascular disease**, it may be necessary to have a Medical Certificate completed by a Medical Practitioner, or in some circumstances, a specialist report may be required.

- **Arthritis, coronary disease, hypertension, limb disability or poor eyesight**, it may be necessary to have a Medical and/or Eyesight Certificate completed by a Medical Practitioner. When eyesight readings do not meet the minimum standard unaided, but are satisfactory while wearing spectacles or contact lenses, the permit or licence will be endorsed so that spectacles or contact lenses must be worn at all times when driving. An Eyesight Certificate is required where the applicant has had eye surgery or has lost sight in one eye.

If you think you may need to submit medical evidence, the appropriate Medical and Eyesight Certificates are available from any Customer Service Centre.

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 every year.

**Drivers aged 70 and over**

Drivers aged 70 years and over must undergo a medical and eyesight examination each year in order to continue to drive. If there is any doubt about a driver’s fitness to drive, the Medical Practitioner may also recommend that the driver undertake a practical driving test regardless of the class of licence held by the driver. Drivers aged 85 and over must undertake a practical driving assessment every year if they hold any class of licence except a class C (Car).

<< for information on fitness to drive see pages 126 to 142 >>

**Photographs for permits and licences**

All applicants seeking a learner’s permit, a driver’s licence, a renewal or replacement permit or licence must be photographed before the permit or licence is issued.

Applicants who live in the metropolitan area, near metropolitan area, or in a country area where there is a Customer Service Centre, must attend the Customer Service Centre personally with their application form for the photograph to be taken.

However, selected Australia Post Offices act as agents for DTEI in the preparation of photo licenses and are able to process an application for renewal of a driver’s licence (provided the licence has not expired for more than 90 days and the renewal notice and appropriate evidence of identity is 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. The relevant documents will be forwarded to the applicant together with a notice outlining the location of Australia Post office ‘photo points’. For a list of Australian Post offices see: www.transport.sa.gov.au/licences_certification/drivers.

**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.transport.sa.gov.au/ licences_certification/drivers](http://www.transport.sa.gov.au/licences_certification/drivers) for recognised countries). In most instances the conversion of the overseas driver’s licence is limited to classes C (car) and motorbike only.

A licence holder from a country not recognised as having similar licensing practices to Australia must pass a theory 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 122 to 125 >>

**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 (CBT) 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 PO Box 1, Walkerville SA 5081
- telephoning 13 10 84

**Carrying your licence**

If you hold a:

- learner’s permit
- provisional licence
- probational licence
- a licence that allows you to drive and you are driving a vehicle with a GVM of greater than 4.5 tonnes
- interstate or foreign licence.

You must carry your licence when driving and show it to a Police Officer when asked.
Graduated Licensing Scheme

This section explains how to obtain a full licence, by proceeding through the various stages of the ‘Graduated Licensing Scheme’.

Overview

Unfortunately statistics show that new drivers, particularly those aged 16 to 19 years, are up to three times more likely to be involved in a serious 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 50 hours of supervised driving during the learner’s permit phase (not required for learner motorbike riders)
- a two-stage provisional licence (P1 and P2)
- a compulsory hazard perception test to progress from P1 to P2.

L Plates: LEARNER’S PERMIT

- 16 years or older
- pass theory test
- (BIKE class must pass basic Rider Safe)

P1: PROVISIONAL LICENCE

- 16½ years or older
- have held a learner’s permit for at least six months
- complete 50 hrs (includes minimum 10 hrs at night) of supervised driving
- pass Vehicle On Road Test (VORT) or Competency Based Training (CBT) course
- (BIKE class must pass advanced Rider Safe course)

P2: PROVISIONAL LICENCE

- 17½ years or older
- pass hazard perception test
- also pass driver awareness course if one, two or three demerit points incurred before 19 and want to progress after 12 months, or hold P1 for two years

Full Licence

- 19 years or older (20 years if one to three demerit points incurred)
- have held provisional licence continuously for a minimum of two years including six months on P2

If you are disqualified at any stage, you will automatically go back one step in the process. Learner’s permit holders will have to pass the theory test again. P1 licence holders will have to pass their VORT or CBT course again. P2 licence holders will have to pass their hazard perception test again.

The required time periods for the various stages may be extended and curfew conditions may also be imposed.
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.

<table>
<thead>
<tr>
<th>Offence</th>
<th>Penalty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expired licence</td>
<td>Maximum fine of $1,250</td>
</tr>
<tr>
<td>Never held a licence, or does not hold the correct licence to drive that class of vehicle</td>
<td>First offence: Maximum fine of $2,500</td>
</tr>
<tr>
<td></td>
<td>Second offence within three years:</td>
</tr>
<tr>
<td></td>
<td>Maximum fine of $5,000 or one years imprisonment</td>
</tr>
<tr>
<td></td>
<td>Three years licence disqualification (minimum)</td>
</tr>
<tr>
<td>Driving while licence or permit is suspended or holder is disqualified from holding or obtaining a licence</td>
<td>First offence: Maximum – six months imprisonment</td>
</tr>
<tr>
<td></td>
<td>Second and subsequent offence:</td>
</tr>
<tr>
<td></td>
<td>Maximum – two years imprisonment</td>
</tr>
</tbody>
</table>
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, you will be required to sit the theory test again before the permit can be re-issued.

The theory test can be taken at any Customer Service Centre, listed on the 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. Wherever possible, 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).

Proof of age, address and identification documents must be presented at the time of sitting the theory test.

<< see pages 102 to 103 >>

Proof of age

You must verify your date of birth to the licence examiner by producing specific documents.

<< see Proof of Identity and Address page 102 >>
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 conditions and laws

You are only allowed to drive the type of vehicle stated on the learner’s permit under the following conditions:

- you must not exceed any speed limit by 10km/h or more
- you must display the prescribed ‘L’ plates so that they are clearly visible from the front and the rear of the vehicle
- you must not drive a motor vehicle unless accompanied by a qualified supervising driver
- you must not drive a motor vehicle or attempt to put a motor vehicle in motion when there is any concentration of alcohol in your blood or the presence of THC (Cannabis), Methylamphetamine (Speed) or MDMA (Ecstasy) in your blood or oral fluid (saliva).

Other laws

The following laws also specifically apply to learner’s permit holders:

- you must carry your current learner’s permit at all times whilst driving
- you must not exceed 80 km/h at any time (but you can drive up to 100 km/h if accompanied by a Motor Driving Instructor, in a clearly marked driving school vehicle which is fitted with a dual brake pedal)

If you do not comply with these conditions or you accumulate four or more demerit points you can be fined and disqualified from driving for six months and have your permit cancelled. Disqualification will result in you having to pass the theory test again and holding the permit for a total period of nine months.

‘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 motor bikes). ‘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
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 (unless the motor vehicle is a motorbike) 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.

A qualified supervising driver who accompanies a learner driver at any time the learner is driving the vehicle (including during parking practice) must:

- be seated immediately next to the learner driver
- 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 motorbike or in a sidecar by the holder of a learner’s permit, the passenger must be a qualified supervising driver.

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.transport.sa.gov.au/freight/driverfatigue/index.asp

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 (CBT) 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 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 50 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.
Your log book is your ‘ticket’ to your driver’s licence

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 location, the number of kilometres driven, the road, weather and traffic conditions and the name, licence number and the signature of the qualified supervising driver.

If I have a previous interstate learner’s permit experience, can I record this driving experience into my log book?

If you can produce evidence that you previously held an interstate learner licence/permit, the relevant qualified supervising driver may record previous driving experience in the log book.

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, make sure you get that person to sign off any completed tasks and driving experience after every practice.

Who can teach me?

As well as Motor Driving Instructors, anyone, including parents or friends, 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.

<table>
<thead>
<tr>
<th>VORT method</th>
<th>CBT method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle On Road Test (practical driving test)</td>
<td>Competency Based Training (CBT)</td>
</tr>
<tr>
<td>It is recommended that you have lessons with a Motor Driving Instructor</td>
<td>Receive training from an Accredited Instructor</td>
</tr>
<tr>
<td>Keep a record of 50 hours of supervised driving with a qualified supervising driver and Undertake a practical driving test</td>
<td>Satisfactorily complete all the CBT tasks listed in the Driving Companion and Keep a record of 50 hours’ driving in the log book with a qualified supervising driver</td>
</tr>
</tbody>
</table>

**Motor Driving Instructors**

How you are taught to drive is extremely important. The best way is to be taught by a licensed Motor Driving Instructor. A person who charges a fee for teaching another person to drive MUST hold a driving instructor’s licence issued by the Department for Transport, Energy and Infrastructure. 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 better 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’ 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 (CBT).

Whether you select the practical test option or the CBT 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 final CBT lesson a Government Road Safety Officer may accompany the Accredited Instructor. In order to continue to be accredited to conduct CBT, Accredited Instructors are themselves subject to regular re-assessment. The Government Road Safety Officer will be there as an observer and will not participate in the training or assessment of your driving skills.
Practical Driving Test (VORT) – with an Authorised Instructor

The practical driving test is conducted by an Authorised Instructor. The key points of this option are:
• you should book your test with an Authorised 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 an Authorised 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 Authorised 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, a Government Road Safety Officer will accompany the Authorised Instructor during the test. In order to continue to be authorised to conduct tests, Authorised Instructors are themselves subject to regular re-assessment. The Road Safety Officer 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 13 days to practise before you are eligible to re-sit the test again.

Competency Based Training (CBT)

The CBT 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 is conducted by an Accredited Instructor. The key points of this option are:
• you will need to find an Accredited Instructor (from a driving school)
• the Accredited Instructor will need to use your copy of the The Driving Companion, which is available from a Customer Service Centre
• the requirements for each CBT task are clearly stated in the The Driving Companion, these tasks are also assessed if the applicant undertakes the practical test instead
• you will be assessed by the Accredited Instructor as you learn, and when you have demonstrated competence in a particular task, it will be ‘signed off’ in The Driving Companion by the Instructor
• the Accredited Instructor will tell you what to practice 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 Authorised Instructor rather than the Competency Based Training (CBT) method.

Regardless of which method you use, you must complete the logbook in the Driving Companion to demonstrate that you have completed 50 hours of practical driving experience.
Certificate of Competency

Once you have passed the practical driving test (VORT) or successfully completed all the nominated tasks of the Competency Based Training (CBT), you will be issued with a Certificate of Competency by the Authorised or Accredited Instructor. This will enable you to obtain a provisional licence P1 from a Customer Service Centre. Take care of your Certificate of Competency. Should you require a replacement because your Certificate has been lost or defaced you may approach the Accredited Instructor who issued the original Certificate. Alternatively contact Driver Training and Audit at Oaklands Park on 8374 5100. A fee may be payable for the replacement Certificate.

Useful Publications:

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. eg. 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.
Obtaining your learner’s permit – Motor Bikes

Learning to ride a motor bike

If you don’t hold a current driver’s licence, you must first pass the theory test at a Customer Service Centre, << see the Theory Test page 108 >> and then undertake the Basic Rider Safe course before a learner’s permit is issued.

Rider Safe is a compulsory motor-bike rider training course for all novice motor bike riders. It provides tuition for the basic and advanced motor bike skills necessary for the road. Rider Safe is run by experienced motor bike riders who have undergone specialised instructor training. The course also provides the opportunity to determine your riding aptitude before buying a motor bike.

Payment for the course must be made at a Customer Service Centre before starting the Rider Safe course.

If you get disqualified on your learner’s permit, and have your permit cancelled you will be required to re-pass the theory test and Basic Rider Safe course and spend a total of nine months on the learner’s permit.

The Learner Approved Motorcycle Scheme (LAMS)

Under the scheme, R-Date licence holders are allowed to ride motorbikes with an engine capacity of up to 660 ml with a power-to-weight ratio not exceeding 150 kw/t. A list of approved motor bikes is available from any Customer Service Centre or the website www.transport.sa.gov.au/educational/training

Learner’s Permit

<table>
<thead>
<tr>
<th><strong>R-Date licence</strong></th>
<th>can ride bikes up to 660 ml engine capacity and power to weight ratio not exceeding 150 kw/t.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R licence</strong></td>
<td>full rider’s licence, can ride any bike (must have held an R-Date licence for at least 12 months).</td>
</tr>
</tbody>
</table>
The Rider Safe course

The course is conducted in two phases – basic and advanced skills.

The basic training course, consists of two four hour sessions usually conducted over two weekends. This course covers straight riding, turning, changing gear and braking – all in a safe, off-road area. Motor bikes and helmets are provided.

After successfully completing the Basic Rider Safe course and applying for a learner’s permit, you should have a minimum of four months practical, on-road experience before proceeding to the Advanced Rider Safe course.

The advanced training course, provides one four hour training session and a practical riding test, and is usually conducted on weekends.

Failure in any session of the course will require the rider to repeat that session.

On completion, learner riders who do not hold a licence of another class may apply for a provisional motor bike licence if they are aged at least 16 years six months. They must also have held their learner’s permit for a minimum total period of six calendar months (nine months after a disqualification). Licensed drivers, on completion of the course, can apply for their driver’s licence to be endorsed for motor bikes with an engine capacity of up to 660 ml with a power-to-weight ratio not exceeding 150 kw/t.
The first class of motor bike licence issued will be a Class R-Date. After having held a Class R-Date for one year, the holder may apply for the issue of a Class R (any motor bike) licence.

Graduation from Class R-Date to Class R requires a formal application to be made at a Customer Service Centre, however a test is not required.

Obtaining a P1 Provisional Licence

Before you can apply for a P1 provisional licence you must:

- be at least 16 years and six months old
- have held the learner’s permit for a minimum total period of six full calendar months
- have a minimum of 50 hours of supervised driving (including 10 hours of night driving) recorded in your driving companion (not required for learner motor bike riders).

A P1 licence is issued for at least two years or until you reach 19 years of age, whichever period is longer. If you accumulate one or more demerit points for an offence committed while under 19 years of age, your provisional licence period will be extended until you are at least 20 years of age.

To obtain a P1 provisional licence when you have held a learner’s permit for at least six months, you must either:

- pass a practical driving test (VORT) conducted by an Authorised Instructor or Government Road Safety Officer or
- complete a CBT course with an Accredited Instructor.

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 (CBT) method instead.
After passing a practical driving test or completing the Competency Based Training, 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). To apply for your P1 provisional licence, you must present the Certificate of Competency and your completed Log Book (50 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 the P1 provisional licence are you authorised to drive while under P1 provisional conditions.

Obtaining a P2 Provisional Licence

To progress to a P2 provisional licence you must hold a P1 provisional licence for a minimum of 12 months (if you have not incurred any demerit points) and pass a Hazard Perception Test. If a P1 driver has no more than 3 demerit points in the preceding 12 months they may also get a P2 licence after taking a Driver Awareness Course (DAC). Although P2 drivers do not need to display ‘P’ plates, they do need to obey all other provisional licence conditions.

Provisional driver’s licence (P1 and P2) rules and conditions.

You are only allowed to drive the class of vehicle stated on your P1 provisional licence under the following conditions:

- you must display the prescribed ‘P’ plates so that they are clearly visible from the front and rear of the vehicle. (P2 drivers do not need to display ‘P’ plates)
- you must not drive a motor vehicle when there is any concentration of alcohol in your blood or the presence of THC (Cannabis), Methylamphetamine (Speed) or MDMA (Ecstasy) in your blood or oral fluid (saliva)
- if you commit a speeding offence, you will also commit a breach of your provisional licence conditions if you exceed the speed limit by 10 km/h or more.
Other rules:

- you must carry your provisional licence at all times whilst driving
- you must not exceed the 100 km/h speed limit at any time
- you must not accumulate four or more demerit points during the provisional licence period.

If you do not comply with these rules and conditions you may be fined, incur demerit points, be disqualified from driving, have your licence cancelled, have to return to an earlier licensing step and have your provisional licence period extended when you regain your licence.

The Hazard Perception Test

To progress from a P1 to a P2 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 and undertaken in any Customer Service Centre, listed on the back cover of this handbook. A fee is payable for each attempt. If you live in a remote area or on Kangaroo Island you may be exempt from having to sit the hazard perception test. Please consult the Hazard Perception Test Handbook available from the Department for Transport, Energy and Infrastructure or any Customer Service Centre for further information.

The Driver Awareness Course

As part of the Graduated Licensing Scheme (GLS), a P1 driver can progress to P2 after one year provided that a hazard perception test is passed and, the previous 12 months is demerit point free. If a P1 driver has gained one to three demerit points (and this does not result in a disqualification) they can still progress to P2 after one year provided that an approved Driver Awareness Course is satisfactorily completed.

The Driver Awareness Course consists of theoretical and practical components spread over a total duration of eight hours. A fee is payable. Participants will be required to complete the course and at the conclusion they will receive a Certificate of Driver Attainment. This certificate can be presented to any Customer Service Centre to record the result and allow the driver to progress to P2. For further information about attending the Driver Awareness Course, please telephone 13 10 84, or << see the Glossary section pages 148 to 149 >>.
‘P’ plates

The minimum size for the ‘P’ plate sign is shown in the diagram right 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 motorbikes).

Losing your licence or permit

Any licence or permit holder who breaches the laws that relate to driving may:

- have to pay a fine
- have to go to court
- lose their licence
- go to prison
- regress to a previous licence stage.

If your licence or permit is cancelled, you will have to re-pass previous tests possibly including theory and practical, and pay for a new licence or permit. A licence may also be suspended as a result of non-payment of outstanding fines.

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 give you a choice of being disqualified for the following periods:

- 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 current holder of a licence to make an application to enter into a ‘good behaviour’ option, you must first acknowledge receipt of your disqualification notice by attending a 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 a first Notice) or within 21 days of the date of service (for a second Notice that is issued by a Sheriff’s Officer).

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.
### After disqualification

- P1 drivers are required to re-apply for a learner’s permit (no theory test, driving hours or minimum period of six months required) and pass a practical driving test again (Vehicle On Road Test, Competency Based Training or Advanced Ridersafe), prior to being reissued with another P1 licence.

- P2 drivers are issued with a P1 provisional licence and must re-pass the Hazard Perception Test before regaining their P2 licence.

If you commit a serious disqualification offence, a curfew condition prohibiting you from driving between 12am and 5am, unless accompanied by a qualified supervising driver, will be imposed for 12 months when you regain your licence.

<table>
<thead>
<tr>
<th>Level</th>
<th>Requirements</th>
<th>Action if disqualified</th>
</tr>
</thead>
</table>
| L     | - Must be 16 years or older  
       - Pass theory test         | Re-sit theory test       |
| P1    | - Drive with ‘L’ plates  
       - Obey L conditions       | Go back to L’s           |
|       | IF DISQUALIFIED       |
|       | Pass VORT or CBT     |
| P2    | - Drive without ‘P’ plates  
       - Obey P conditions       | Go back to P1            |
|       | IF DISQUALIFIED       |
|       | Pass Hazard Perception Test |
| Full Licence | - Must be 19 years or older if no demerit points  
               OR 20 years or older if demerit points incurred before age 19 |
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. << see page 122 >>

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.

**Disqualification of a learner’s permit or provisional licence**

In addition to the penalties above, if you are the holder of a learner’s permit or provisional licence, and you breach any of the conditions of your permit or licence, you:

- will have to pay additional cost or fine (if you go to Court)
- will have your permit or licence cancelled and be disqualified for at least six months
- may have to attend the Driver Intervention Program
- may need to take a theory test, practical or hazard perception test again, and spend more time on a previous licence or learner’s permit condition.

If you pay an expiation fee or are found guilty by a Court, it is a formal acknowledgment that you have breached your conditions. If you breach your conditions, the Registrar of Motor Vehicles will send you a Notice of Cancellation/Disqualification.

**Appeals**

Provisional licence holders who are disqualified for breaching the conditions of their licence or for accruing four or more demerit points may appeal (to a court), unless they have successfully appealed against a previous disqualification within the last five years. The holder of a P1 or P2 provisional licence who has won an appeal against their disqualification, will have 14 days to apply for its reissue at a Customer Service Centre. If the licence holder does not apply for their licence within 14 days the disqualification will be reinstated.

Licence holders who apply for their licence will have a P1 licence issued for three years after paying the appropriate fee. The driver will be required to have their P1 licence for a full two and a half years. They will only be able to progress to a P2 provisional licence after passing a hazard perception test. The licence holder will then need to have their P2 licence for at least six months before obtaining a full unconditional licence. Licence holders who win an appeal against the cancellation and/or disqualification cannot lodge another appeal for five years.

If a person is disqualified while holding a learner’s permit they must re-sit the theory exam.

Drivers that are disqualified while holding a learner’s permit cannot appeal.

**Driver Intervention Program**

In addition to the penalties imposed, the holder of the learner's permit or provisional licence is required to attend the Driver Intervention Program. This is a discussion workshop that focuses on potential reality and consequences of road crashes and the relationships between youth and road crash involvement.
If you are required to attend the workshop, you will be notified in writing by the Registrar of Motor Vehicles. You must attend the workshop within six months of being advised. Attendance is compulsory and there is a fee. If you fail to attend the workshop you will be liable to pay a fine.

**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**

Any person who has been disqualified from driving by a court and had their licence cancelled for an offence, or for breach of probationary conditions, on their return to driving, will be issued with a probationary licence for 12 months or for such longer period as the court orders.

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 THC (Cannabis), Methylamphetamine (Speed) 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 the vehicle 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:
- a second or subsequent offence of driving with a BAC at or above 0.08 within a period of 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 devise.

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.dtei.gov.sa.au/roadsafety](http://www.dtei.gov.sa.au/roadsafety).
Fitness to Drive

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, and as we get older we may notice a deterioration in both physical and mental abilities. This section explains some things that you may need to think about, and offers some advice on thinking about your future to drive.

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.

While this section is generally addressed to older drivers, the concepts discussed apply to all drivers regardless of age, and especially to drivers who have any kind of physical or mental health impairment.

Test your own performance

The car has had a profound impact on our lifestyle throughout our life. However, there is evidence that for many drivers the skills necessary for safe driving begin to decline around the age of 60 and quickly decline after about 75. There is also evidence that most older drivers can cope safely with this decline. While we cannot stop ageing, we can try to limit the way the ageing process affects our driving.

The next few pages contain a questionnaire to help you assess your driving performance. The rating form after the questions is for your use only. After answering the 15 questions, add up your score and refer to page 128 to determine the result.

The explanations that follow the questionnaire suggest actions that you may need to take to deal with any of the identified problems. The purpose of the questionnaire is to help you drive as long as possible with safety to yourself and others. Alternatively you may even decide to stop driving.

For a complete evaluation of your driving ability, many more questions would need to be asked, along with a medical examination and possibly a practical driving test. Your answers and final score will give some indication of how well you are coping and what can be done if you need to improve your driving performance.

Above all, be honest in your self-assessment. The most dangerous person to fool is yourself.

If concerned – discuss your thoughts with a doctor.
Self-assessment

Answer each of the following questions by ticking the symbol below that you feel most applies to you.

Self-scoring

Count the number of ticks in the **red squares** and write the total in the red box below. Follow the same procedure for the **yellow triangles**. You do not need to count the ticks in the **green circles**. Multiply the red box by 5 and write the total in the red circle. Multiply the yellow triangle by 3 and write the total in the yellow circle. Add the red circle total to the yellow circle total to get your score.

<table>
<thead>
<tr>
<th>Questions</th>
<th>Always or almost always</th>
<th>Sometimes</th>
<th>Never or almost never</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Do you signal in plenty of time and check for cars behind and beside you when you change lanes?</td>
<td>■</td>
<td>▲</td>
<td>■</td>
</tr>
<tr>
<td>2. Do you stay up-to-date on changes to the road rules?</td>
<td>■</td>
<td>▲</td>
<td>■</td>
</tr>
<tr>
<td>3. Do you feel uncomfortable at busy intersections because there is so much to watch?</td>
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<td>▲</td>
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<tr>
<td>4. Do you often find it difficult to decide when to join traffic on busy roads?</td>
<td>■</td>
<td>▲</td>
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<tr>
<td>5. Do you feel you are reacting to dangerous driving situations later than you used to?</td>
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<td>6. Do you wear a seatbelt?</td>
<td>■</td>
<td>▲</td>
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<tr>
<td>7. Do traffic situations make you angry or impatient?</td>
<td>■</td>
<td>▲</td>
<td>■</td>
</tr>
<tr>
<td>8. Do your thoughts wander when you are driving?</td>
<td>■</td>
<td>▲</td>
<td>■</td>
</tr>
<tr>
<td>9. Do you often find that you are sleepy at times during the day?</td>
<td>■</td>
<td>▲</td>
<td>■</td>
</tr>
<tr>
<td>10. Do you have your eyes checked regularly?</td>
<td>■</td>
<td>▲</td>
<td>■</td>
</tr>
<tr>
<td>11. Have you checked with your doctor about the possible effect on your driving of any medication you may be taking?</td>
<td>■</td>
<td>▲</td>
<td>■</td>
</tr>
<tr>
<td>(If you do not take medication, tick this box and skip this question).</td>
<td>■</td>
<td>▲</td>
<td>■</td>
</tr>
<tr>
<td>12. Do you stay up-to-date with current information on health practices and habits?</td>
<td>■</td>
<td>▲</td>
<td>■</td>
</tr>
<tr>
<td>13. Do your children, other family members or friends express any concern over your driving ability?</td>
<td>■</td>
<td>▲</td>
<td>■</td>
</tr>
<tr>
<td>14. How many traffic tickets or cautions from Police have you had in the past two years?</td>
<td>3 or more</td>
<td>1 or 2</td>
<td>none</td>
</tr>
<tr>
<td>15. How many accidents including minor bumps have you had during the past two years?</td>
<td>3 or more</td>
<td>1 or 2</td>
<td>none</td>
</tr>
</tbody>
</table>

□ x 5 = ○

▲ x 3 = ○

○ + ○ = ______ your score
Test your own performance

This score indicates that your driving is of major concern in regards to safety. You have too many unsafe driving practices. Your driving shows a high level of risk that may cause danger to yourself and others. Examine the questions where you have ticked a red square or a yellow triangle and read the next section about how you may be able to improve your driving ability. It might be worthwhile to speak to your doctor, a Customer Service Centre (contact numbers are shown on the back cover) about having your driving ability fully evaluated.

Your driving is borderline, as you have some unsafe driving practices that need improvement for your safety. Examine the red squares or yellow triangles you have ticked for areas requiring change.

Your responses indicate that you are aware of what is important for safe driving. You are practising what you know. However, examine any red squares or yellow triangles you have ticked. They are areas where you can still improve on your knowledge or driving skills to improve your safety when driving.

A ticked red square response to a question indicates an unsafe practice or situation that you should address immediately. A ticked yellow triangle means a practice or situation that is potentially unsafe and should be improved. Green is a sign that you are a safe driver.

Most of the red and yellow responses represent practices or situations that can be improved on by most drivers regardless of age. The next section discusses the questions on the self-rating form you have completed.
1. Do you signal in plenty of time and check for cars behind and beside you when you change lanes?

The only acceptable answer is always. Good driving includes checking the rear view mirrors, signalling and then looking over your shoulder to cover the blind spots just before changing lanes.

_Suggestions:_
- examine your lane changing and reversing behaviour and resolve to improve if always is not your answer
- if you have arthritis or joint stiffness that makes it difficult to turn your head, inquire through your doctor and other sources about medications and exercises that might improve your flexibility.

If stiffness, arthritic pain or other physical problems keep you from turning your head and looking to the rear comfortably, you might consider installing a larger rear-view mirror inside your car to ensure that you have complete or wider vision through your rear window.

2. Do you stay up-to-date on changes to the road rules?

The law is always changing and it is dangerous not to stay up-to-date.

_Many drivers do not have an up-to-date knowledge of new developments in the road rules_

_Suggestions:_
- Being dependent on your driving experience alone, rather than keeping yourself informed on changes to the road rules, could be costly and result in a crash or injury.
- Enrol in a driver refresher course with a local driving school. Sometimes it is easier to learn by doing rather than just reading about it. A refresher course allows you an opportunity to ask questions on driving style and new road rules. Driving instructors can provide you with independent advice on the safety of your driving.
3. Do you feel uncomfortable at busy intersections because there is so much to watch?

Ideally you might like to answer never, but if you ticked the yellow triangle sometimes or the red square always you are not alone. Intersections are complicated centres of fast-moving traffic, and it can be difficult to take everything in at once.

*Intersections are one of the more common sites of crashes involving older drivers (particularly when they are turning right).*

Suggestions:

• Take a good look at how you handle intersections. Can you still process the information quickly enough such as being able to stop in time for a red light? If not, you should discuss this with your doctor.

• Plan your trips to avoid busy intersections or drive at less busy times. Plan an alternative route to avoid right turns at busy intersections.

• Do you find difficulty in turning the steering wheel because of arthritis or some other physical problem? If so, discuss it with your doctor and seek advice on making adjustments to your vehicle to help make driving easier.

• If you are uncertain on what to do at any particular intersection, discuss it with friends or family members. Studying an intersection while you are a passenger may help you negotiate it later when driving.

• Take a driving lesson with a driving school. You will soon discover any errors in your driving and how to correct them. Chances are, intersections will become far less daunting once you have learnt how to deal with them correctly.
4. Do you often find it difficult to decide when to join traffic on busy roads?

Most of us would like to answer never, but if you ticked sometimes or always, you are also not alone.

Surveys about driving attitudes show that some older drivers lack confidence and feel nervous on busy roads or intersections.

The reason most often expressed is that other people drive too fast. This may be due to some older drivers not noticing other cars early enough because declining vision gives the impression that the other vehicles are travelling too fast. This could be a valid reason for avoiding peak traffic times and busy roads. However, better knowledge of how to drive on busy roads should make it easier when you do need to use busy roads.

Suggestions:

- Be careful that you do not let other drivers influence you into taking unnecessary risks. You alone are the person responsible for the safety of your car, passengers and other road users.
- Consider taking a refresher course with a driving school to build up your confidence and update your driving skills and road rules knowledge.
- If you are still nervous and still have doubts about driving on busy roads, regardless of what you have learnt to do, try to avoid them.
5. Do you feel you are reacting to dangerous driving situations later than you used to do?

The only acceptable answer is never. Emergencies and dangerous driving situations may be fairly uncommon, but early and safe reactions are essential.

*Older drivers take more time to integrate information from several sources at once, and therefore may respond more slowly in dangerous situations.*

We are all subject to the physical and psychological changes of ageing. Some of these changes can adversely affect driving capability unless we adapt to the changes. We need to make changes, such as keeping a larger distance from the vehicle in front when driving in traffic, which will help you to continue to drive safely.

Arthritic joints and tight muscles contribute to increasing your reaction time. Joint flexibility and muscle strength also diminish with age. But there are steps that most drivers can take to improve their response to dangerous situations.

Suggestions:

- Keep physically fit and mentally alert. Avoid driving if you are tired, ill, or have taken any drug (including alcohol) that will slow your mental or physical responses. Ask your doctor or chemist if you are unsure.
- Exercise to help maintain or increase the flexibility of your joints and your muscular strength.
- If joint and muscle impairments are serious, investigate medical and surgical therapies. Anti-inflammatory drugs and various surgical procedures, including total joint replacement, will in some cases reduce impairment sufficiently to permit safer driving.
- Fitting devices such as power steering, power brakes, power seats and wide rear-view mirrors to your vehicle can help to compensate for any loss of flexibility, strength or movement.
- Take some refresher driving lessons with a local driving school where you can learn to anticipate and avoid dangerous situations.
- If possible, avoid driving in busy, complex and fast-moving traffic.

6. Do you wear a seatbelt?

You must always wear a properly fitted and adjusted seatbelt. Regardless of your age, you are always safer with a seatbelt on. This is why the law has no age exemption for seatbelt use. Seatbelts must be properly worn to give you maximum protection.
The danger is that anger or fear can make drivers less rational and cloud their judgement of traffic situations. Typically, they may take risks they would not normally take when in a calm frame of mind. Many drivers who do this do not recover their skills quickly enough to avoid trouble. Also, lifestyle stress or medications may contribute to anger or increased irritability.

Suggestions:

- Awareness is the first step in controlling anger. The second step is handling it in a healthy way. Getting behind the wheel in a highly emotional state, whether joy or anger, takes attention away from driving and invites trouble.
- Accept the fact that anger will do nothing to get you out of irritating traffic situations. On the contrary, it may involve you in a crash.
- Recognise when you are becoming angry. Then examine why anger seems to reach irrational proportions. Say to yourself, “Why am I getting upset?” Try to take positive steps, instead of letting your anger mount up. Take deep breaths and try to remain calm.
- Allow yourself plenty of time to get to your destination so that any delays you experience do not put you under pressure.
- Try to avoid travelling at a time of day along routes where you may become frustrated. The smoother the traffic flow, the less the anger will be felt and the safer you will be.
- If you feel that you are converting fear into anger, try to take the steps necessary to overcome the fear. Perhaps the knowledge and special training gained through refresher driving lessons or a relaxation course will help.
- Check with your doctor before taking medications to see if they may contribute to you feeling irritable or angry.

Your body may not be as resilient as it was when you were younger and it will not heal as quickly or as well. Properly fastened seatbelts are the best available way to reduce injuries and fatalities in a crash. If your car is fitted with an air bag, you must still wear your seatbelt to ensure that you have even greater protection in a crash.

Suggestions:

- Accept the fact that seatbelts save lives and reduce injuries. Make sure that everyone in your car wears a properly fastened seatbelt at all times.
- If your seatbelt is very uncomfortable or cannot be properly fastened, take your car to a reputable mechanic or the manufacturer’s car dealer. The mechanic or car dealer may be able to put in a sash guide to make the sash part of the belt fit more comfortably.

7. Do traffic situations make you angry or impatient?

Getting behind the wheel in a highly emotional state can reduce your attention when driving and invite trouble.

Those who have been stuck in traffic for long periods of time and who get angry or impatient reveals that some changes are needed.

Research shows that wearing a seatbelt doubles your chance of surviving a serious crash. When involved in a crash, those aged 70 and over are more likely to suffer serious or life threatening injury than younger people.

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Those who have been stuck in traffic for long periods of time and who get angry or impatient reveals that some changes are needed.
8. Older people can miss road signs and signals when driving.

The ideal answer is never, but even the best drivers catch themselves out sometimes. Driving is complicated and demanding. It takes continuous concentration, so even momentary lapses can lead to danger.

Investigations of crashes and fatalities of older drivers show that they are more likely than other drivers to miss road signs and signals while driving.

The first rule for all drivers should be undivided and concentrated attention. Not seeing road signs and stop signs, not giving way and so on are partly due to inattention to the driving task.

If your mind wanders, pull it back to the task at hand. If you find it hard to concentrate despite your best efforts, seek advice from your doctor about the cause.

Suggestions:
- If you catch yourself day-dreaming or otherwise not concentrating on your driving, identify what is diverting you and return your attention to driving.
- Check with your doctor or chemist if any medications you are taking could affect your driving.
- Take the necessary steps to remove or reduce distractions. Turn off the radio or ask passengers not to chat so that you can concentrate if you feel you are having difficulties under busy traffic conditions.
- If you are tired, unwell or emotional do not drive. Take a taxi or bus instead or accept offers of help from others.

Health

Physical fitness and diet clearly have a major impact on your health. Have regular medical check-ups and keep up-to-date on health issues by discussing any health concerns with your doctor.

From the time you reach 70 years of age, you will be required to provide an annual medical report from your own doctor in order to retain your driver’s licence. The purpose of the medical certificate is to identify any medical condition that may be effectively managed so that you can continue to drive safely for as long as possible.
Regardless of whether you have sleep apnoea or not, make sure that you do not drive a car when you are feeling tired. If you are sleepy, have a nap before you set out on your journey.

Many people are under the impression that they can stay awake if they try hard enough. However, once drowsiness sets in (such as blinking often, tired eyes or head nodding), there is nothing you can do about it except stop immediately in a safe place and rest.

Suggestions:

- If possible, start your trip early in the day and do not drive late at night. The chances of crashing are much higher at night.
- Take regular breaks (at least every two hours), stop in a town or use a roadside rest stop, and get out of the car and walk around for ten minutes which will stretch stiff muscles and joints.
- Driver reviver stations often are set up on long weekends on country roads and make good rest stops.
- Share the driving if you can and keep the vents open to fresh air and not re-circulating air, which could cause drowsiness due to a build up of carbon dioxide.
- On long journeys stay somewhere overnight so you can arrive safely, even if that means the next day.
- Eat properly on journeys and at your regular meal times. Drink plenty of fluids (but not alcoholic drinks) to avoid dehydration on long journeys.
- The best solution is getting good restorative sleep (naps, fresh air, coffee etc. are only temporary fixes).

Sleep apnoea is a common disorder affecting at least 5% of adults. Research shows that people with sleep apnoea are nearly four times as likely to have a crash.

It is estimated that driver fatigue is a factor in up to 30% of fatal crashes and up to 15% of serious injuries.
10. Do you have your eyes checked regularly?
The only acceptable answer is always. Obviously, if you cannot see, you cannot drive.

Poor vision makes you respond slowly to signals, signs and traffic events in ways that can lead to a crash.

Decline in the ability to see detail comes naturally with ageing. As an example, a 45 year old driver requires about four times the light required by a 19 year old to detect the same object. This is only one of the factors that makes night driving especially difficult for older drivers. Older drivers do not recover from glare as quickly or as fully as younger drivers.

Suggestions:

- Firstly, have regular examinations with a doctor. If glasses are prescribed, keep them up-to-date by letting the doctor know at once if they are not working well for you.
- Take some refresher driving lessons where you can learn specific techniques for coping with the limits imposed by ageing eyes.
- Reduce the amount of driving you do after dark and at dusk (one of the most dangerous times of the day). The chances of having a crash are three times greater at night than during the day-time.
- Be especially careful when you are going into tunnels and undercover parking lots. Be aware that your eyes will need time to adjust to the dimly lit surroundings.
- Always keep your windscreen clean inside and out to reduce glare, and clean your headlights.

85–95% of all sensing information in driving come through the eyes. Poor eyesight can affect driving ability.
Depressants can affect your driving
Depressants (downers) are drugs that slow down all your body’s systems. You become sleepy, uncoordinated and slow to react. Commonly used depressants are:

- alcohol
- tranquillisers and sleeping pills (e.g. benzodiazepines)
- some pain killers and headache pills (e.g. codeine)
- some allergy medicines (antihistamines)
- some medications used for the control of epilepsy, blood pressure, nausea, inflammation and fungal infections
- most travel sickness pills, many cough and cold remedies (some may contain antihistamines).

Stimulants can affect your driving
Stimulants (uppers) speed up your body’s systems and can make you jittery, uncoordinated and anxious. Stimulants or medicines that contain stimulants include:

- some decongestants, cough and cold remedies
- appetite suppressants.

It is even more important to avoid alcoholic beverages when you take other medications. Almost always, the combination of alcohol and other drugs affects your driving more than either alcohol or drugs alone. To remain safe, avoid alcohol altogether if there is a chance you may be driving. There is no question that any alcohol impairs the skills required for safe driving.
Suggestions:

- Remind yourself that both prescribed and over-the-counter medications may have a bad effect on your driving skills and level of alertness.

- Check with your doctor or pharmacist to determine what are the side effects of a prescribed medication and how they apply to your driving. If more than one doctor is prescribing drugs for you, make sure all of them know about all of the drugs you are taking, whether prescribed or not.

- Read all labels and instructions on prescriptions and over-the-counter drugs so you know the side effects, even for drugs used to treat the common cold.

These are examples of warning labels:

The only safe action is not to drink alcohol at all if you intend to drive. Also, avoid travelling with anyone who has been drinking.

12. Do you stay up-to-date with current information on health practices and habits?

It has to be repeated that as you age, inevitably there will be some reduction of driving ability. One of the purposes of this self-rating system is to help to show you that through knowledge and self-awareness you will understand what a safe driver is, and will assume the responsibility to remain or become one, or decide to give up your driver’s licence.

It is important to appreciate the close ties between a healthy lifestyle and driving skills. The attitude that encourages you to remain informed on health matters probably will also help you to feel in control of your future as a driver.

Suggestions:

- Become more aware of the relationships between good health habits and your driving.

- Take as much control as you can of your lifestyle, recognising the obvious connection between control of personal health and skill in driving.

- Understand the value of nutrition, exercise, medical check-ups and the effects of medication, drugs and alcohol.
13. Do your children, or other family members or friends express concern over your driving ability?

If you have ticked the yellow triangle sometimes or, more especially, the red square always, you may have a more valid reason to pay attention than you would like to admit.

A common reaction of many older drivers is denying that their driving ability has deteriorated because giving up their licence is something most people would rather not consider. It is understandable then that older drivers resist comments that threaten the continuation of driving. But these are voices to be listened to at least for clues about how you can improve.

Suggestions:

- Listen to the comments of those concerned about your driving and keep an open mind. If a family member has expressed their concern to you over your driving, recognise that they are probably worried, as it may be very hard for them to discuss this issue with you. Try not to dismiss the value of these comments just because you do not want to accept them.

Apart from the 17 to 25 year age group, drivers in the 80 and over age group have the highest number of fatal crashes per licenced driver.

14. How many traffic tickets or cautions with Police have you had in the last two years?

One or two might mean that you need to honestly assess your driving ability. Three or more means you should have a serious look at how you are driving. To be stopped many times suggests that you might be driving dangerously a lot of the time.

- Look for clues to overcome the dangers expressed in comments that you consider to be valid. It is possible that driving lessons or such corrective action as treatment for faulty vision or other physical problems will help you. It could also be appropriate to take more caution in relation to medications and alcohol.

- Begin to prepare for the possibility that driving will no longer be possible for you so that you remain in control of your decision. With adequate planning, a non-driving life may not be as bad as it seems. << see the section on alternative transport on page 142 >>
15. How many crashes have you had during the past two years?

Suggestions and conclusion:

Most crashes involving older drivers are associated with a lack of attention to driving, and slowness in processing information and taking the required action. Denial is probably the biggest obstacle for many older drivers because it means their driving keeps getting worse without them seeking ways to improve it. If their driving fails to improve, further crashes are likely to occur.

If older drivers honestly confront themselves, many may begin to admit that they do not see well at night, have missed signs, are nervous in traffic and are defensive about their own driving skills. Acceptance of the facts increases the likelihood that they will improve their driving.

Most drivers believe that their own driving skills are superior to those of the average driver. Being reported or apprehended for any type of traffic offence proves that there is room for improvement.

Suggestions:

• If you have received a traffic Expiation Notice or caution, examine the details for the probable causes.

• If the infringement is due to a physical condition (such as poor vision, resulting in missed signs and signals) try to have the condition corrected. If the traffic offence seems to be caused by a wandering mind, resolve to pay constant attention when behind the wheel of your car. Talk to your doctor about this. It may be worthwhile having a friend accompany you as a passenger on some trips. They can help with the navigation and reading of road signs.

• If the problem seems to be information overload (inability to take everything in quickly enough to act properly) look to undertake some driving lessons with a local driving school. For trips into the city, consider parking your car near the local bus stop and catching the bus.

• Keep in mind that corrective action should be taken quickly, as infringements relate directly to safety. One traffic offence can be a warning that trouble is coming unless you make some changes.

Records show that older drivers are not over-represented in terms of crashes per licence holder, but they are over-represented in crashes in relation to average distance travelled.

Monitor how many times you have had near misses or how many times other drivers seem to be honking or gesturing to you, and look at the number of scratches and dents you have on your car. These may be indicators of the beginnings of difficulties you are having in processing the information needed for safe driving.
Many older drivers already compensate for the limits they see in themselves as drivers. They avoid night-time driving, dense traffic periods, and the personal behaviour and lifestyle which contributes to crashes.

Further information

For more information on medical fitness to drive, including a list of the most common medical conditions that can affect driving ability, visit the web site www.austroads.com.au and talk to your doctor.

The Role of DTEI

The Department for Transport, Energy and Infrastructure (DTEI) is the licensing authority in South Australia and has an obligation to ensure that all drivers are medically fit and able to drive competently and safely.

In carrying out this responsibility DTEI must take adequate steps to safeguard the public interest. To do this DTEI requires older drivers, on reaching 70 years of age, to provide an annual medical certificate signed by their doctor. This ensures that their ability to drive has not been adversely affected by a medical condition placing their safety and that of others at risk. You should receive a blank medical certificate by post by your 70th birthday and then each year thereafter. You will still have the option to obtain a driver’s licence for any period up to 10 years.

Both you and your doctor are also required to report any physical or mental illness, disability or deficiency that affects your ability to drive a motor vehicle safely.

Licence options

Some older drivers know when to stop driving. They feel increasingly uncomfortable, both physically and emotionally, while driving. Driving has become an ordeal instead of a pleasure. They realise that they could possibly be a danger to themselves, their passengers and other road users.

If you no longer want to continue to drive, you may either return your licence to a Customer Service Centre in person or send it by post with a letter stating your decision. You will also receive a refund for the unexpired portion of the licence.

Many older drivers keep a class of licence that they no longer need or is inappropriate to their current life-style.

If you hold a licence to drive a truck or a bus << see page 116 >>, and you no longer need this class of licence, you can revert 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.
Alternative means of transport

As we get older a day 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
- Department for Transport, Energy and Infrastructure.

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. Often using alternative transport is less stressful and is 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. Once you have correctly registered your car you will be issued a registration label that must be attached to the vehicle’s windscreen in such a way that it is clearly visible from outside the vehicle but does not obstruct the driver’s view. Registration can be renewed for periods of 3, 6, 9, or 12 months at a time (some conditionally registered vehicles may be registered for up to 36 months).

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 insurance, 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.

Crashes involving Death or Injury

If any person is killed or injured in a crash, the owner and driver of a South Australian registered vehicle involved in the crash must give written notice of it to Allianz Australia Insurance Ltd, which is the Compulsory Third Party Insurance Claims Manager for the Motor Accident Commission. Their contact number is 1300 137 331 and their postal address is GPO Box 2198 Adelaide SA 5001. After reporting the crash, the owner and driver have a duty to cooperate fully with Allianz in respect of any claim made for personal injuries. This will include (in the case of the owner) a duty to give Allianz access to the vehicle and, if required, possession of 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.
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.

You must not drive on a road a motor vehicle that does not carry the current registration label issued for that vehicle. A registration label must not be altered in any way. The vehicle must not carry a registration label that has expired, was not issued for that vehicle or is a imitation of a registration label.

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.

Visiting motorists – registration requirements

A motor vehicle may be driven in South Australia without registration in this State:

• if the garage address of the vehicle is outside South Australia and the vehicle is in this State temporarily

• the vehicle is registered in another State or Territory or is permitted to be driven on the roads within another State or Territory of the Commonwealth by virtue of a permit or other authority granted

• any current registration label, certificate, card, permit and plate or plates that are required to be fixed to the vehicle are duly fixed

• the vehicle has valid CTPI.

You must register your vehicle in South Australia within 90 days of the vehicle’s garaging address being in South Australia.
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 Certificate of Registration. 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, PO Box 1, Walkerville SA 5081. This is now a legal requirement. It will 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 Certificate of Registration to the new owner.

If you do not have the current Certificate of Registration, you can apply for a replacement at any Service SA Customer Service Centre.
What to do When Buying a Car

Before buying a car, telephone 13 10 84 to check if the vehicle is recorded as stolen, written-off or financially encumbered (money is owed on it).

Ask the following questions:
• Is the vehicle recorded as stolen?
• Has the vehicle been recorded as written-off?
• Is the vehicle recorded as defected?
• Does the vehicle have any financial interests recorded against it?

For complete protection against possible repossession of the vehicle you will need to purchase a Certificate of Registered Interests.

At the time of purchase, complete and sign the Application for Transfer of Registration and Disposal Notice on the reverse side of the current Certificate of Registration. The registered owner/operator also needs to sign the application in order to transfer the remaining registration into your name.

If the person from whom you are buying the vehicle does not have the current Certificate of Registration, he or she will need to purchase a replacement from a Customer Service Centre.

Send the completed form or apply in person to your nearest Customer Service Centre with the required fee.

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.

Transfer of the registration is different from transfer of ownership; it is in your best interest to obtain a receipt from the person you are purchasing the vehicle from.

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 or mail it to your nearest Customer Service Centre. After you pay the fee, a Certificate of Registration and label will be issued to you.
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.

**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 or Competency-Based Training**
CBT optional training and assessment course conducted by an Accredited 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 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 back cover of the handbook for Customer Service Centre locations.

**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 motor bike, 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’.

**Driver Awareness Course**
As part of the Graduated Licensing Scheme (GLS), a P1 driver can progress to P2 after one year provided that a Hazard Perception
A Driver Awareness Course aims to provide novice drivers with an understanding of their own limitations and an insight into how they can reduce the risks they may face on the road.

The Driver Awareness Course consists of theoretical and practical components spread over a total duration of eight hours. Participants will be required to pass the course and at the conclusion they will receive a Certificate of Driver Attainment. This certificate can be presented to any Customer Service Centre to record the result and allow the participant to progress (after also passing a Hazard Perception Test).

The course is designed to target novice driver characteristics which can be improved through education and training (e.g. scanning the road environment and self-evaluation of driving behaviours). The course is also aimed at targeting higher-level thinking (e.g. decision making, risk awareness, hazard perception, the ability to plan ahead), not just vehicle control skills.

**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 section of Department for Transport, Energy 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 P1 to a P2 licence.

**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 motor bikes with an engine capacity of up to 660ml, with a power-to-weight ratio of up to 150kw/t. A list of approved motor bikes is available from any Customer Service Centre, the web site [www.transport.sa.gov.au](http://www.transport.sa.gov.au) 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.

**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 For Transport, Energy and Infrastructure publication *The Driving Companion*. This is used to record the hours of supervised driving (minimum 50 hours including 10 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 (CBT) 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 (Cannabis), Methylamphetamine (Speed), 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 motor bike, 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 cyclists 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.

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 motor bike 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, motor bike, 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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  - Shop 42, North Mall
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  - 493 Morphett Road Oaklands Park 5046
- **Marion**
  - 15-17 Princes Road Torrens Park 5062
- **Modbury**
  - 116 Reservoir Road 5092
- **Port Adelaide**
  - 64 Dale Street 5015
- **Prospect**
  - Northpark Shopping Centre
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- **Regency Park**
  - Kateena Street 5010
- **Tranmere**
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  - 11 Helen Street 5290
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  - 19 Seventh Street 5253
- **Naracoorte**
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#### Hours of Business:
**Monday to Friday, 9am to 5pm**

Theory test is not available after 4.15pm.
When planning to undertake a ‘Licence Theory Test’, please ensure that you have all mandatory evidence of identification and that you arrive at the centre within plenty of time to have your application processed before the cut-off time of 4.15pm.

**Information helpline:** For information about driver’s licences or registering a motor vehicle, call 13 10 84 between 8am and 6pm, Monday to Friday, for the cost of a local call from anywhere in Australia.

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Email  dtei.enquiries@saugov.sa.gov.au
Website  www.dtei.sa.gov.au