Driver’s Licence and Vehicle Registration

MVR Call Centre
General enquiries and payment by phone - call 1300 654 628 - 24 hours a day, 7 days a week.
Note: To speak to an operator call between Mon - Thurs 8am - 4pm and Fri 8am - 5pm.

Driver Training and Licensing (DTAL) Program
Phone: 1300 654 628
www.nt.gov.au/dtal
e-mail: dtal@nt.gov.au

Road Safety
Phone: 8924 7019
www.roadsafety.nt.gov.au
www.saferroaduse.nt.gov.au

 Territory Insurance Office (TIO)
Phone: 1300 301 833
www.tiofi.com.au

Demerit Points
1300 364 924
Information Line

Motorcycle Education Training & Licensing (METAL)
1300 654 628

Alice Springs (Main Office)
1300 654 628
North Stuart Highway

Gorrie Parke Building
Cor Parsons St and Bath St

Yulara
Yulara Police Station

1300 654 628

Nhulunbuy
1300 654 628
Industrial Estate

1300 654 628

Jabiru
1300 654 628
Jabiru Town Plaza

1300 654 628

Palmerston
1300 654 628
Palm Place
University Avenue

1300 654 628

Cassowary
1300 654 628
Elthor House
Tower Rd

1300 654 628

Parap (Head Office)
Goyder Rd

1300 654 628

Tennant Creek
1300 654 628
Government Centre
Peko Road

1300 654 628

MVR Internet site
www.mvr.nt.gov.au

MVR Email Address
mvr@nt.gov.au

MVR Postal Address
GPO Box 530 Darwin NT 0801

Register of Encumbered Vehicles (REVS)
Phone: 13 32 20
www.revs.nsw.gov.au

Driver Training and Licensing (DTAL) Program
Phone: 1300 654 628
www.nt.gov.au/dtal
e-mail: dtal@nt.gov.au

Road Safety
Phone: 8924 7019
www.roadsafety.nt.gov.au
www.saferroaduse.nt.gov.au

 Territory Insurance Office (TIO)
Phone: 1300 301 833
www.tiofi.com.au

MVR office opening hours - see www.mvr.nt.gov.au or phone 1300 654 628

Road Users’ Handbook - Driving In the Northern Territory
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Third Edition December 2007
Fourth Edition December 2009

MVR office opening hours - see www.mvr.nt.gov.au or phone 1300 654 628
A licence to drive is something that adds to a person’s independence and enjoyment of life and, for many people, getting a driver licence is an important milestone in life.

Significant responsibilities come with holding a licence to drive a motor vehicle. Motor vehicle crashes in Australia cause thousands of road users and their families pain and suffering each year, and many crashes can be avoided by simply following the road rules and driving in a safe and responsible manner.

The Northern Territory Government has introduced a range of road safety reforms to reduce our unacceptably high road toll and the carnage on our roads.

The message is simple:

- Travel at a speed that is safe for the conditions – and always within the signposted limit.
- Make sure you and your passengers always wear seatbelts.
- Do not drink and drive – make alternative arrangements to get home safely.
- Do not run red lights.
- Avoid fatigue – take regular breaks on long trips.

The Northern Territory Road Users’ Handbook is a comprehensive guide for the new driver, with important information in relation to obtaining a driver licence, the rules of the road, and basic driving skills. The handbook also explains many of the Australian Road Rules which are used in each State and Territory of Australia.

Road safety is the joint responsibility of all road users – we share the roads, we share the safety.

Drive safely and enjoy your newfound freedom.

Gerry McCarthy MLA
MINISTER FOR TRANSPORT
## Contents

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**Please Note:**

This handbook is not intended to be used as a legal document. Its aim is to set out, in simple form, the legal requirements that a driver is required to observe in everyday driving and other useful information for drivers.

The statements in this handbook should not be taken as precise legal interpretations of the road traffic laws. Any illustrations are included for illustrative purposes only and are not intended to be finite. The information in this book is correct at the time of publication.

If you require a more detailed statement of the law, you are advised to refer to the Northern Territory Traffic Act, Traffic Regulations (incorporating the Australian Road Rules), Motor Vehicles Act and Motor Vehicles Regulations. Copies may be purchased from the Government Printing Office. Northern Territory legislation may also be viewed on the Northern Territory Government Internet site at: [www.nt.gov.au/dcm/legislation/current.html](http://www.nt.gov.au/dcm/legislation/current.html)

Licence applicants may be asked questions in the Road Rules Theory Test on any of the topics covered in this handbook.

All sections should be read carefully.
The Road Users’ Handbook provides you with comprehensive information about what you must and must not do on the roads as a driver of a motor vehicle or rider of a motor cycle.

The Northern Territory adopted the **Australian Road Rules** as a schedule to the **Traffic Regulations** in December 1999. The requirements of the Rules are incorporated in this handbook.

You will often see reference to both drivers of motor vehicles and riders of motor cycles and to driving and riding. For the purposes of the handbook, the terms “driver” and “driving” also refer to motor cycle riders and to riding a motor cycle. As bicycles are vehicles, most rules also apply to bicycle riders.

At the back of the handbook, there is a glossary of terms that you can refer to if you are unsure what a precise term means. There is also an index so that you can easily find information about specific topics or concerns.

The back cover of the handbook provides a list of Motor Vehicle Registry (MVR) offices, together with information on how to contact Motor Vehicle Registry for help or further information.

This handbook has been written to help you become a safer, more considerate and more courteous driver, making our roads safer for all road users.
1. Obtaining a Northern Territory Driver Licence
Application forms can be obtained, completed and submitted at any Motor Vehicle Registry (MVR) outlet (includes MVR offices, agencies and police stations in remote communities). MVR offices and agencies are listed at the back of this book.

**Evidence of Identity and Residency**

You must provide evidence of your identity and Northern Territory residency whenever doing driver licensing transactions.

Full details of acceptable Evidence of Identity and Residency documents are available in *MVR Information Bulletin G8 - Evidence of Identity and Evidence of Residency for Individuals*, which can be obtained from any MVR office or on the Internet at: [www.mvr.nt.gov.au](http://www.mvr.nt.gov.au)

**Medical Fitness to Drive a Motor Vehicle**

The responsibility for issuing, renewing, suspending or cancelling a person’s licence (including a conditional licence) lies ultimately with the Driver Licensing Authority (MVR). Licensing decisions are based on a full consideration of relevant factors relating to health and driving performance.

The *Northern Territory Motor Vehicles Act* requires that all drivers or intending drivers notify the Registrar of Motor Vehicles if they have any medical condition (including disability, mental illness and eyesight) that may affect their ability to safely and legally drive motor vehicles. This mandatory reporting requirement also applies to health professionals, who must report any affected patients.

If you have any doubt, it is suggested that you call the Motor Vehicle Registry Info line 1300 654 628 (for the cost of a local call) or consult your health professional for advice. A medical condition does not necessarily mean that you cannot be licensed. In reality, very few conditions prevent the issuing of a driver licence.
Organ Donation

In previous years in many parts of Australia it was possible to register your intention to be an organ donor on your driver’s licence. This has now changed (except in NSW and SA) and the place to register your wishes is the Australian Organ Donor Register (AODR).

Organ Donor information brochures are available at MVR outlets or from Medicare Australia offices. You can also register online at www.medicareaustralia.com.au or call 1800 777 203 for a registration brochure.

Before making a decision on organ donation and registering your consent on the AODR, think about it carefully, and talk it through with your family. You need to consider their thoughts too.

If you would like some more information before making your choice, please contact DonateLife NT (the organ donation agency for the Northern Territory) on (08) 8922 8349.

Demerit Points

A demerit points scheme operates in the NT with all drivers subject to action against their licences if they reach a threshold of 12 points in 3 years. In addition, Learner and Provisional drivers also have a threshold of 5 points in 1 year. For further details see MVR Information Bulletin L28 – NT Demerit Points Scheme and How it Affects you. This bulletin can be obtained from any MVR office or on the Internet at: www.mvr.nt.gov.au or phone 1300 364 924.

Licence Photographs

When you are issued with an NT driver licence, your image (photo) will be digitally stored by MVR. The stored image may be used for subsequent renewals provided your appearance has not changed significantly.
Privacy
The information you provide to MVR to obtain a driver licence is collected for the purpose of compliance with and enforcement of the Northern Territory Motor Vehicles Act.

The Registrar of Motor Vehicles is required to collect the information by section 92 of the Motor Vehicles Act. The Registrar adheres to the principles detailed in Department of Lands and Planning Privacy Statement and the Information Act. Further privacy information can be obtained from MVR Offices and agencies listed at the back of this book or on the internet at www.mvr.nt.gov.au

Transferring an Interstate Licence
Drivers visiting from other Australian jurisdictions are deemed to be NT residents after three months, and must therefore transfer to an NT licence. If your interstate licence is current, this may usually be done at no cost, as any time remaining on the interstate licence is transferred to the new NT licence to a maximum of 5 years.

In most cases, identical licence classes and conditions will apply; however there may be individual cases where items such as provisional requirements are not identical in all jurisdictions. In all such cases, NT rules will be applied.

You should also be aware that demerit points accrued in other states/territories may also affect your NT licence.

Change of Address
The Registrar of Motor Vehicles must be notified of address changes for licence holders and registered vehicle owners within 14 days.

Carrying Your Licence
All drivers and riders must carry their licence with them at all times whilst driving or riding. Supervising drivers must also carry their licence.

Failure to produce your licence on demand is an offence.
Obtaining a Northern Territory Driver Licence

Acquiring a licence to drive or ride is the first step to a lifetime of driving or motorcycling that brings with it both responsibilities and opportunities.

Driver’s responsibilities are clearly stated throughout this booklet and it is expected that you will use your vehicle with efficiency, safety, courtesy and commonsense at all times.

The opportunities presented to licence holders are many and varied and include job opportunities, the ability to visit friends, go shopping and take part in a wealth of recreation activities.

If you lose your licence by failing to meet your responsibilities, the consequences could be serious, as many opportunities will disappear. For example you could lose your job, lose your independence and suffer considerable inconvenience in your daily life.

Obtaining a Learner Licence – L Plates

There are 3 ways that candidates may obtain a learner licence in the NT – either through the DTAL Program, another approved training course, or by passing a Road Rules Theory Test at an MVR outlet. Candidates must be at least 16 years of age, and all licence applicants who are not yet 17 years of age are required to provide parent/guardian consent before a learner licence will be issued.

Driver Training and Licensing (DTAL) Program

The Driver Training and Licensing (DTAL) Program is a subsidised driver training program administered by the Department of Lands and Planning, and proudly sponsored by TIO’s Motor Accidents Compensation. The Program is designed to provide 16 - 18 year old Territorians with a fundamental road user awareness and the preliminary practical skills to help them become safe, proficient and skilful drivers in the community. Please visit the DTAL website for further information at: www.nt.gov.au/dtal

Approved Training Courses

Approved training courses may be run from time to time by Approved Training Providers, usually on a user pays basis but occasionally with DTAL assistance. For class R (Rider) the only approved training option available is the Motorcyclist Education Training And Licensing (METAL) program run by the Department of Lands and Planning and administered through MVR outlets.

Learner riders can choose to undertake the METAL rider training program or undertake a Motorcycle Operator Skills Test (MOST) conducted by the MVR.
Obtaining a Northern Territory Driver Licence

The Road Rules Theory Test
The Road Rules Theory Test can be undertaken at most MVR outlets and police outstations and consists of 30 multiple choice questions based on the information provided in this book. Some sample questions appear on page 8 of this book.

Evidence of Identity and Residency
Prior to attempting the Road Rules Theory Test for the first time, you are required to lodge an application for a learner licence and in the process satisfy Evidence of Identity and Evidence of Residency (EOI and EOR) requirements. Evidence of Identity must be provided at each subsequent appearance. For details of EOI and EOR requirements, see MVR Information Bulletin G8 - Evidence of Identity and Evidence of Residency for Individuals, which can be obtained from any MVR office or on the Internet at: www.mvr.nt.gov.au

Rules For Learner Licence Holders
As well as complying with all road rules and traffic laws, there are some additional requirements for learner licence holders:
• you may not exceed 80 km/h unless under the direct supervision of an authorised driving/motorcycle instructor conducting a training program approved by the Registrar;
• you must observe zero blood alcohol requirements at all times whilst driving;
• for class C (car) you must be accompanied, in the front passenger seat nearest to you by a fully licensed (not provisional) driver at all times whilst driving;
• you must carry your learner licence at all times whilst driving;
• you must display approved L plates clearly visible to the front and rear of your car, or to the rear only of a motorcycle;
• you must not use a mobile phone in any form whilst driving, including hands free devices or texting.
Obtaining a Northern Territory Driver Licence

The driver accompanying a learner driver
Your “licensed driver” must adhere to the following rules at all times whilst the learner is driving the vehicle (including parking practice):
• must be seated immediately next to the learner (except for class R);
• must hold a current full driver licence (not provisional);
• must comply with zero blood alcohol requirement if a professional driving instructor, or be less than 0.05% if a fully licensed driver; and
• must supervise the learner and take responsibility for learner’s actions, as the licensed driver is deemed to be the driver for most legal purposes.

‘L’ plates
The minimum size for ‘L’ plates is defined in the diagram below. An ‘L’ plate must be displayed and clearly visible from the front and rear of the vehicle (rear only for motor cycles). ‘L’ plates must not be displayed when the driver of the vehicle is not a learner driver.

‘L’ Plates must have the letter ‘L’ painted in black on a yellow background.
Obtaining a Northern Territory Driver Licence

Sample Road Rules Theory Test Questions

Question 1
At this intersection, in which order should the vehicles proceed?
(A) A-B-C
(B) C-A-B
(C) C-B-A
(D) B-C-A

Question 2
At this sign, you are required to:
(A) Slow down and proceed with caution.
(B) Stop behind the stop line and give way to all vehicles, except vehicles which are turning.
(C) Stop and give way to all vehicles on your right.
(D) Stop behind the stop line and give way to all vehicles before proceeding.
Question 3
When approaching a roundabout, you must:
(A) Give way to vehicles already in the roundabout, then proceed in a clockwise direction.
(B) Enter the roundabout only when it is clear of all traffic.
(C) Reduce speed to 30 km/h and give way to all vehicles on your left.
(D) Only give way to police and emergency vehicles.

Question 4
Where a seat belt is fitted and the vehicle is in forward motion:
(A) It is compulsory to wear the seat belt when using that seat.
(B) The seat belt must be properly adjusted and securely fastened.
(C) The belt can only be used by one person.
(D) All of the above.

Question 5
At this junction, which vehicle may turn first?
(A) Vehicle “A”
(B) Vehicle “B”

Answers:
1 - C
2 - D
3 - A
4 - D
5 - A
Obtaining a Provisional Licence

In the Northern Territory, your very first licence will be provisional for 2 years (1 year if you are 25 years or older), and if at any time during that time your licence is cancelled or suspended, the full provisional period starts all over again on reissue. Also, in some cases, a court may order an additional provisional period when the licence holder is convicted of certain traffic offences.

There are 3 ways that candidates may obtain a provisional licence in the NT – by passing a practical driving test at a MVR outlet, by successfully completing the METAL Basic and Intermediate courses (motorcycles and mopeds only) or through another approved training course.

Whether you undertake the MVR practical test or an approved training course, the basic knowledge and skills you must achieve will be the similar. Obtaining your provisional licence will ultimately be based on your ability to demonstrate consistent and appropriate use of the System of Vehicle Control, as described in the Learner Driver’s Guide at the back of this book. Skills required include an understanding of the major controls of a motor vehicle, completing certain low speed manoeuvres, safe and efficient driving in busy traffic and at higher speeds, observation skills and dealing with hazards.

Driver assessment processes have been designed to be fair and consistent.

Getting Instruction

How you are taught to drive is extremely important, as your instructor lays the foundations for your future driving development. For that reason, it may be best to be taught by a professional driving instructor who is aware of modern driving practices and training techniques. Driving instructors must hold an appropriate licence which may be identified by checking for a ‘d’ (driving instructor) endorsement on their licence. The ‘d’ endorsement on the instructor’s licence signifies that the instructor has satisfied the Registrar of Motor Vehicles that he/she has the knowledge and skills to effectively teach up to date defensive knowledge and roadcraft skills to help you obtain your licence.

It is also a good idea to get as much practice as possible between professional lessons by asking parents or other relatives or friends who are fully licensed to take you out to practice each new skill so that you will be better prepared for your next lesson. In this way, you may maximise the benefits obtained from each paid lesson and minimise the cost of obtaining a licence.
Learner drivers while under direct supervision have a low crash risk level. Crash risk in the first year of unsupervised driving is at least 20 times higher than during supervised driving.

It is suggested that learner drivers who choose not to undertake an approved training program consult the Yellow Pages phone directory for a comprehensive listing of driving instructors. For your own peace of mind, important factors in selecting a driving instructor include making sure the instructor holds Professional Indemnity and Public Liability insurance and is fully qualified to provide the training and/or licensing service you seek.

**Driver Training and Licensing (DTAL) Program**

The Driver Training and Licensing (DTAL) Program is a subsidised driver training program administered by the Department of Lands and Planning, and proudly sponsored by TIO’s Motor Accidents Compensation. The Program is designed to provide 16 - 18 year old Territorians with a fundamental road user awareness and the preliminary practical skills to help them become safe, proficient and skilful drivers in the community.

Students who have received their training with the DTAL Program are required to successfully complete MVR’s practical driving test to obtain their Provisional Licence.

For more information regarding the DTAL Program please visit their website at: [www.nt.gov.au/dtal](http://www.nt.gov.au/dtal)

**Other Approved Training Courses**

For class C (car) licences, there are a few options available through approved Registered Training Organisations (RTOs).

For class R (Rider) the Motorcyclist Education Training And Licensing (METAL) program is run by the Department of Lands and Planning and administered through MVR outlets.
Practical Driving Test – Motor Vehicle Registry Staff or Police in Remote Communities

The practical driving test is conducted by specially trained MVR staff, or police in remote areas. Your practical driving test should be conducted at the MVR outlet or remote police station nearest to your usual place of residence. In special circumstances you can ask for an exemption from this requirement, for example if you are studying or employed full time away from your usual place of residence.

The key points of the practical driving test option are:
• test must be booked and paid for in advance at a MVR outlet or police outstation;
• you must have held an appropriate learner licence for a continuous period of at least 6 months immediately prior to:
  – Test fee payment date; and
  – Test date.
• you must bring your current NT learner licence with you on the test;
• you must provide a registered and roadworthy vehicle of the correct classification for the test. The vehicle must have enough seat belts for the driver, licensed driver accompanying the test (if you choose to have someone in addition to the licence testing officer accompany you on the test) and the licence testing officer.

Rules for Provisional Licence Holders

As well as complying with all road rules and traffic laws, there are some additional conditions for provisional licence holders:
• you must not exceed 100 km/h even though higher limits for other road users may apply in some places;
• you must observe zero blood alcohol requirements at all times whilst driving;
• you must carry your provisional licence at all times whilst driving;
• you must display approved ‘P’ plates clearly visible to the front and rear of your car, or to the rear only of a motorcycle; and
• you must not use a mobile phone in any form whilst driving, including hands free devices or texting.
“P” Plates
The minimum size for ‘P’ Plates is defined in the diagram and consists of a red letter ‘P’ against a white background. P plates must be displayed and clearly visible to the front and rear of the vehicle (rear only for motorcycles).

Z condition
On completion of your provisional period, you must continue to observe the zero Blood Alcohol Concentration (BAC) requirement for a further 12 months or until you turn 25, whichever is sooner.

Learning to Ride a Motor Cycle
The Motorcyclist Education Training And Licensing (METAL) program offers non-compulsory defensive rider training for intending motorcyclists. Funded as a road safety initiative by the Territory Insurance Office (TIO), METAL provides tuition for both learner and advanced riders.

Courses are designed to equip riders with the practical skills and road-craft knowledge to remain safe on our roads. METAL instructors are selected from experienced motorcyclists within the wider community and are specialist trained and licensed for this purpose.

To obtain full details including prices and availability please check with your nearest Motor Vehicle Registry outlet.

Learner Approved Motorcycle Scheme (LAMS)
The Northern Territory LAMS allows novice riders to ride and gain experience on ‘Learner Approved Motorcycle’ that are moderately powered, with an engine capacity of up to and including 660CC and which do not exceed a power to weight ratio of 150 kilowatts per tonne.

The LAMS motorcycle restriction will apply to all novice riders and it is the responsibility of the novice rider to ride only LAMS motorcycles that appear on MVR Information Bulletin L39 - List of Approved Motorcycles. This bulletin can be obtained from any MVR office or on the Internet at: www.mvr.nt.gov.au
2. A Driver’s Responsibilities
Duty of Care

All drivers have a duty to take care to avoid crashing.

The first responsibility of a road user is not to have a crash. A driver can be held accountable for a crash despite the fact that a road rule was not broken.

The traffic laws and regulations are designed to ensure that the traffic moves in an orderly and safe manner. No matter what the circumstances, the responsibility of each driver is to drive in such a manner as to avoid crashes.

If you are involved in a court proceeding, it is your responsibility to show that you took every reasonable care to avoid a crash or that you were proceeding in a reasonable manner. It is not relevant to consider only what others did. Duty of care is your responsibility.

People (road users) must not walk, drive or ride (a motor vehicle, bicycle or animal):

• without due care
• without consideration for other persons

We share the roads, we share the safety.
If You are Involved in a Road Crash

If you are involved in a crash that causes injury to a person or animal or which results in damage to property, you should take the following action:

**Stop Your Vehicle Immediately**

It is against the law to fail to stop after a crash. Penalties that apply include driver disqualification and imprisonment.

**See if Anyone is Injured**

A person involved in a crash must stop and render all possible assistance, and, if necessary and possible, get a message to Police, Fire and Emergency Services (call 000 or 112 if using a mobile phone). Follow the ‘REACT’ steps described on page 19.

**Prevent Further Crashes**

- Unless it is essential to avoid further injury (danger of fire, explosion, traffic, burns from hot pavement, etc), do not move seriously injured or unconscious people until trained help arrives.
- Note or mark the position of your vehicle on the roadway, then move it clear of traffic.
- Ask bystanders to warn approaching vehicles.
- Personal safety – do not stand on the roadway. Always move to the footpath or to a place of safety.

**Give the Required Particulars to Other People**

Give your name and address, the registration number and any other information necessary to identify the vehicle you were driving/riding, and the name and address of the owner of the vehicle if it is not yours, to:

- any attending Police Officer;
- any other driver/rider;
- any injured person;
- the owner of any damaged property;
- any representative of these people.

**Obtain all Details of the Crash**

Including:

- estimated speeds of all vehicles;
- road and weather conditions;
- description of the damage and injuries;
- diagrams of positions and directions of vehicles;
- the names and addresses of witnesses.
If You are Involved in a Road Crash

Report The Crash to The Police:

- if any person is killed or injured;
- if damage to any property (including an animal) is caused;
- if, for any reason, you do not give the required particulars to other people; and
- if another driver's/rider's particulars are not given to you.

Reports to the police must be made as soon as possible and, only in exceptional circumstances (such as having to go to hospital), not later than 24 hours after the crash:

- you must give the same information to the police as you have to give to other people involved, as well as the date, time and place of the crash;
- the police will also ask for details of other people and property involved; and
- the police are entitled to ask you questions about the positions and speeds of vehicles before and at the time of collision – you are required to answer these questions unless doing so would incriminate you of any offence.

Compulsory Third Party Insurance

To ensure that compensation for victims of road trauma is available, all Australian jurisdictions mandate third party insurance cover for registered vehicles.

In the NT, the Motor Accidents (Compensation) Act details the cover provided and level of benefits payable on behalf of the Government through the Territory Insurance Office (TIO).

The NT Motor Accidents Compensation scheme provides cover for persons injured in a motor vehicle accident in the Northern Territory, including drivers, passengers, pedestrians, motorcyclists or cyclists.

For further details, contact TIO Motor Accidents Compensation:

Address: GPO Box 770 DARWIN NT 0801
Phone: 1300 301 833
Fax: 08 8941 1209
Web: www.tiofi.com.au
In an Emergency

It is likely during your lifetime as a driver that you will see crashes happen or be first to arrive on the scene of a crash.

Your actions on these occasions are vital – you might be able to save a life or prevent other vehicles from crashing as well. You may be able to call the Emergency Services and provide valuable help as a witness.

While there is no legal requirement to stop unless you are involved in the crash, it is really important that all drivers are aware of the need to lend assistance and act as responsible citizens and road users.

If you come upon a road crash, take these basic actions:

R  Respond – park safely and protect yourself.

E  Environment – Check for traffic and other hazards. Give a warning to other traffic by switching on your hazard warning lights and, if you have a red hazard warning triangle, place it on the road to warn other traffic.

A  Assess Casualties – Quickly assess location, type of crash and number of victims.

C  Communicate – Call 000 (or 112 if using a mobile phone) and communicate details to Police, Fire and Emergency Services. If possible, stay on the phone to provide further information.

T  Treat – Even if you are not trained in first aid, you can help by applying basic measures to clear the victim's airway and control bleeding.
Important points to remember if you are first on the scene of a crash:
• DO NOT remove a patient from a vehicle unless they are in immediate danger (e.g. There is an imminent risk of explosion or fire).
• Check breathing and if necessary clear airways by clearing any obstructions and draining any fluid from their mouth and gently tilt their head back.
• Control bleeding by applying direct pressure on the wound (use a clean cloth or clothing, if possible).
• Remember the possibility of spinal injuries, keep the patient as still as possible.
• Keep the patient as comfortable as possible (provide shade, warm blanket etc) until medical assistance arrives.

Further Assistance
Early intervention can save lives or decrease the impact of injuries, leading to quicker recovery or lesser injuries for the victims.

First aid skills are valuable in road crash situations or if a friend or relative is involved in an accident elsewhere. Courses in First Aid are available from St John Ambulance Australia (NT) Inc. or the Australian Red Cross NT.

If You are Unable to Stop
While you must stop if you are involved in an accident, if you come upon a scene of an apparently serious crash and you do not wish to stop, telephone 000 (or 112 if using a mobile phone) as soon as you can if help has not already arrived at the scene.

Do not stop if the situation is clearly in hand. If you do, you may add to the congestion, hinder others rendering assistance or cause a further accident.
Drink and Drug Driving Under The Law

It is an offence for persons to drive, start the engine or put a motor vehicle in motion:

- while under the influence of alcohol or any other drug so that they are incapable of proper control of that vehicle (commonly referred to as ‘driving under the influence – DUI’); or
- with a blood alcohol concentration (BAC) above the legal limit. The legal blood alcohol limit in the Northern Territory is below 0.05, except in certain circumstances where there is a zero BAC requirement.

Zero BAC Requirements

People in either of the following categories must not have any alcohol in their blood at the time they try to start the engine, set the vehicle in motion or drive the vehicle:

<table>
<thead>
<tr>
<th>Category 1</th>
<th>Category 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>drivers under eighteen years of age</td>
<td>approved driving instructors who are teaching, or are passengers for the purpose of teaching, people to drive</td>
</tr>
<tr>
<td>drivers who hold a learner licence</td>
<td>drivers who have not attained the age of 25 years and have not held, in the Northern Territory or elsewhere, a licence to drive a motor vehicle for a continuous period of three years</td>
</tr>
<tr>
<td>drivers who hold a provisional licence</td>
<td>drivers of vehicles carrying dangerous goods</td>
</tr>
<tr>
<td>drivers who do not hold a licence for the type of vehicle they are driving at the time</td>
<td>drivers of vehicle of more than 15 tonnes gross vehicle mass</td>
</tr>
<tr>
<td>drivers who are unlicensed or prohibited from holding a licence (other than failed to renew licence)</td>
<td>drivers of commercial passenger vehicles, with or without passengers</td>
</tr>
<tr>
<td>drivers of vehicles carrying more than 12 people, including the driver</td>
<td>drivers of vehicles carrying more than 12 people and actually carrying more than nine people</td>
</tr>
<tr>
<td>drivers of vehicles fitted or equipped to seat more than 12 people and actually carrying more than nine people</td>
<td>drivers of vehicles carrying people in load space which was not enclosed by the manufacturer</td>
</tr>
<tr>
<td>drivers of vehicles carrying people in load space which was not enclosed by the manufacturer</td>
<td></td>
</tr>
</tbody>
</table>
The Northern Territory Government has recently strengthened laws relating to drink driving and in particular repeat offenders.

Failure to comply with the BAC laws may lead to you being charged with a range of offences including:

- driving under the influence;
- exceeding the legal BAC limit;
- refusing a breath test; and
- refusing a blood test.

These charges may result in financial penalties (fines), accrual of demerit points, cancellation or suspension of your licence and/or imprisonment.

Where a driver commits a second or further low level 0.05 – 0.08 BAC offence, or 0.0 BAC for drivers on a restricted licence, within 3 years, drivers will be disqualified from driving for:

- 3 months disqualification for a second offence
- 6 months disqualification for a third or subsequent offence within 3 years

Alcohol Interlock (AIL) Program

The AIL Program will affect repeat drink drivers convicted of a relevant offence on a second or subsequent occasion. An AIL is a breath testing device and prevents the vehicle being started if the driver has been drinking. See MVR website for further details: [www.mvr.nt.gov.au](http://www.mvr.nt.gov.au)

Cancellation of Driver Licence

People who are convicted by a Northern Territory Court of an offence of driving while under the influence of alcohol or other drugs may have their licences cancelled.

When a driver licence is cancelled, drivers will have to wait for the period of cancellation to end before applying for a new driver licence. For certain drink driving offences the driver will be obliged to complete an approved drink driver education course prior to being eligible for re-licensing.

An Immediate Suspension Offence provision applies to serious drink driving offences and repeat offenders. If a person is charged with an immediate suspension offence, a police officer may, after charging the person but before the charge is heard by a court, inform the driver that his or her licence is suspended, thus disqualifying him/her from driving a motor vehicle and require the driver to surrender his/her driver licence immediately.
Alcohol, Drugs and Driving

All provisional drivers convicted of alcohol offences who have their licence cancelled, will have to recommence the full provisional period after regaining their licence. There are no special licences available in the Northern Territory for persons disqualified from driving.

Motor Accidents Compensation

Remember: The excessive consumption of alcohol may drastically reduce your entitlement to benefits under the Motor Accidents Compensation scheme in addition to making you liable to pay for the cost of injuries caused to other people as a result of you driving under the influence. It is TIO’s policy to seek recovery. The cost of bodily injury claims can amount to millions of dollars.

Consider the cost of a cab fare as against the financial and emotional consequences of a crash whilst under the influence of alcohol or drugs.

Few people understand how alcohol works or how it affects driving ability – and most people don’t realise the risks they take when they mix drinking with driving or riding. When your inexperience is added to this mix, the risk is significantly amplified.

Alcohol and Road Crashes

- People who drive after drinking alcohol have a greatly increased likelihood of being involved in a crash.
- Alcohol is one of the three major causes of road traffic deaths. Driver fatigue and speed also contribute significantly.
- Recent Northern Territory statistics show that over a five year period:
  - 40% of road fatalities were alcohol related;
  - 26% of alcohol related fatalities were under the age of 25; and
  - 66% of alcohol related fatalities occurred in rural areas.

![Relative probability of crashing at various blood alcohol concentrations.](chart.png)
How Alcohol Affects Driving Skills

No one can drink alcohol without affecting their ability to drive a vehicle or ride a motor cycle or bicycle.

You don’t have to be drunk to be dangerous on the road. Although you may feel or look all right, your driving ability will be impaired, especially in an emergency, if you have been drinking alcohol.

This is because alcohol is quickly absorbed into the bloodstream, where it travels to all parts of the body, including the brain. When it reaches the brain, alcohol acts like an anaesthetic. It slows down and gradually dulls parts of the brain that are needed for driving. Once alcohol is in the bloodstream, its effects on the brain cannot be stopped or controlled.

These effects include:

• **Slower reaction time** when something unexpected happens (e.g. a car approaching from a side street, traffic lights changing, or people crossing the road).

• **Poor judgement** about your speed and the speed of other vehicles, and in judging distances (e.g. other cars seem farther away than they really are).

• **Visual attention and hearing** are reduced. After drinking alcohol, drivers tend to focus on the road straight ahead and ignore what is happening in their side vision (e.g. you won’t hear or see things like cars approaching from side streets, or people crossing the road).

• **Poor coordination** when trying to do more than one thing at a time, especially in an emergency.

• **Confidence up – Judgement down**, leading you to believe you are okay to drive. You may take risks you would not normally take. This can be extremely dangerous as you may not be aware how seriously your skills have deteriorated.

Some people may show these effects after drinking only small amounts of alcohol, whereas others may demonstrate little or no change in their appearance or behaviour. Regardless of this, their driving skills will be impaired.

**Even small quantities of alcohol will affect your driving ability.**
Blood Alcohol Concentration (BAC)

The level of alcohol in your blood can be measured. This measure is called Blood Alcohol Concentration (BAC).

How is BAC Determined?

The BAC can be determined by analysing a sample of blood or by using a breath analysing instrument ("breathalyser") to measure the level of alcohol in the breath.

The results are expressed as a ratio of the mass of alcohol (in grams) per volume (100 millilitres) of blood. In other words, a BAC of 0.08 means that there is 0.08 of a gram of alcohol in each 100 millilitres of your blood.

When Can You Be Breath Tested?

The police can breath test drivers at any time. In addition Police can also test drivers who:

- have been involved in a crash;
- have committed certain traffic offences;
- approach a random breath testing station; or
- behave in a manner indicating a driving impairment.

Generally, the police will first require the driver to blow into a breath screening device, often referred to as a breathalyser, which will indicate if alcohol is present.

If you have a positive reading, or if it appears that you are obviously affected by alcohol, then you will be required to submit to a formal breath alcohol evidentiary test.

How Does the Test Work?

If there is any alcohol in the bloodstream, a small amount passes through the lining of the lungs into the breath and is exhaled. As this bears a fixed relationship to the amount of alcohol in the blood, the BAC can be easily calculated by taking and measuring a breath sample.

There is nothing that will reduce the effectiveness of breath testing by these devices. Some people try to lower their BAC reading by ‘covering up’ the smell of alcohol on their breath (e.g. using breath fresheners, smoking or eating mints), however this does not change the amount of alcohol in their breath and their BAC will not be reduced.
How to Calculate Your Alcohol Level

There are a number of reasons why it is difficult to have a general rule to determine a person’s blood alcohol level:

• Differences in body size and shape.
• Being male or female.
• How quickly the alcohol is drunk.
• How quickly the body gets rid of the alcohol.
• If any food has been eaten.
• Any one person drinking a set amount of alcohol can also reach a different BAC on different occasions.

However, as a guide, males drinking more than two standard drinks in the first hour could cause their BAC to go over 0.05 and only one standard drink per hour after that will keep it above 0.05. For females any more than one standard drink per hour could cause their BAC to go over 0.05.

But remember that the estimated BAC for a standard drink is only a rough guide. The effect of one standard drink on the BAC will vary from individual to individual.

What is a Standard Drink?

We all know alcoholic drinks vary in strength. Scotch is ‘stronger’ than beer, port is ‘stronger’ than wine, and so on. A standard drink contains 10 grams of alcohol, the amount an average healthy liver can break down in one hour.

Cans, bottles and casks now state on the label how many standard drinks they contain.

Care should be taken when drinking at licensed venues as glass sizes and therefore the number of standard drinks may vary.

This illustration shows a number of examples of standard drinks. Each drink contains about 10 grams of alcohol.
How Quickly Does Your BAC Fall?

Approximately 10% of the alcohol passes out of the body, unchanged, by way of the breath, urine and sweat.

Most of the alcohol in the bloodstream (more than 90%) is broken down by the liver. As a general rule, it takes the liver about one hour to dispose of the alcohol in one standard drink. This means that the BAC drops by about 0.015 per hour. While this amount differs from person to person, a BAC of 0.05 will take approximately 3 to 4 hours to reach zero.

There is nothing you can do to make the liver work any faster.

Only time will help you to sober up. Nothing can speed up this process – it is a myth that black coffee, cold showers, exercise, fresh air, vomiting, or home remedies will make a person more sober.

Strategies for Safer Drinking

If you are going to be in a situation where you will be drinking, plan not to drive.

• Ring for a taxi.
• Arrange for someone to pick you up.
• Get a friend who hasn’t been drinking, or arrange for someone who will stay sober, to do the driving.
• Use public transport.
• Stay the night – but remember, if you have been drinking the night before, you may still be over the legal limit in the morning.
Other Drugs

Northern Territory Police have the power to test for prohibited drugs in certain circumstances. In the case of an accident, a blood sample will be taken at a hospital or health centre. For unexplained driving behaviour, not related to the consumption of alcohol, a roadside saliva screen test may be conducted. Northern Territory Police will also be conducting random saliva tests for prohibited drugs in drivers of all heavy vehicles of 4.5 tonnes gross vehicle mass or over.

Taking some drugs can also impair your driving and riding skills. Whether they are prescribed or non-prescribed medicines or illegal drugs, many have side effects which impair your driving ability.

There is a great similarity between the drinking driver and the “drugged” driver. Both are usually not aware of any impairment of their driving skills, alertness, capability, vision or reactions.

When you are given a prescription for a drug by your doctor, you should ask whether the drug will affect your driving.

If you are still unsure, read the label on the container because most labels describe the drug’s effects or speak to your Pharmacist.

It is an offence to drive under the influence of any drug to such an extent as to be incapable of having proper control of a motor vehicle.

Mixing Alcohol With Other Drugs

The worst thing you can do when using any type of drug, including prescription and illegal drugs, is to drink alcohol.

Research has shown that many drugs will have a worse effect on your driving ability if you take or use them and drink alcohol at the same time. However, the effects of combining drugs with alcohol may vary depending on a person’s physical condition, activity level, the type of drug and the amount of drug and alcohol consumed.

But, if alcohol is taken with drugs, the effects of both together may be multiplied many times. These effects can also be completely unpredictable and dangerous.
Northern Territory Driving Conditions and Hazardous Situations

Hazardous situations can arise at any time. Always be aware of what's in front of you, behind you or beside you. Use your rear view mirror and your side mirrors at frequent intervals to check what other road users are doing. Always ensure that you and your passengers are wearing seat belts properly fastened and tightened (Seat belts – page 44).

**Breakdowns**

If you see a vehicle that appears to be broken down, slow down as there may be someone trying to repair it or seeking help.

If your vehicle breaks down on the road:
- switch on the vehicle’s hazard lights, or use some other device to warn other motorists of the hazard;
- get any passengers out of, and away from the vehicle;
- if it is safe to do so, try to ensure your vehicle is pushed to the side of the road; and
- avoid working or standing on the traffic side of your vehicle.

**Skidding**

Skidding is caused by one or more of the following:
- excessive speed;
- sudden or excessive braking;
- harsh or excessive acceleration; or
- a sudden or unplanned change of direction (such as swerving to avoid a hazard on the road).

Factors that increase the risk of skidding are:
- oil or grease on the road surface, particularly at traffic lights;
- painted line markings;
- loose, wet or slippery surfaces;
- bald or excessively worn tyres; and
- faulty brakes.

The risk of skidding increases with wet surfaces and on roads with a shifting surface, such as gravel. Always reduce your speed in these situations.

Bald or worn tyres are also a major factor. Make sure your tyres have a tread that is at least 1.5mm deep and that they are correctly inflated (over inflated or under inflated tyres reduce grip on the road and may contribute to a skid).
Northern Territory Driving Conditions and Hazardous Situations

Preventing skids can be as easy as ABC:

- Accelerate smoothly.
- Brake smoothly.
- Corner smoothly.

**Footbrake Failure**

If the brake pedal sinks to the floor, an experienced driver might:

- pump the pedal several times to see if enough pressure can be raised to temporarily operate the brakes;
- if this doesn’t help, ease the handbrake on (with the release button held in), increasing the pressure gradually (sudden pressure can lock the back wheels and cause a skid);
- change to a lower gear (or ratio, if automatic); and
- use the horn and flash the headlights to warn other drivers.

**Braking With Anti-locking Brakes**

If your vehicle has anti-locking brakes (ABS), in an emergency keep the pedal pressed down and steer away from danger. Do not pump anti-locking brakes when stopping in an emergency.

**Tyre Blow Out**

If a front tyre suddenly deflates (blows out), the vehicle will probably pull towards the side with the blown tyre. If it is a rear tyre, the rear of the vehicle will tend to weave. Do not brake suddenly. Try not to overreact with the steering. Keep a firm grip on the steering wheel and brake gently to stop, keeping the car straight.
Shattered Windscreen

Most modern vehicles are fitted with laminated glass, so a windscreen will only “crack” under impact and vision will not be unduly impaired.

However, if all the glass shatters and you can’t see, slow down and use another way to see ahead (such as opening the side window and looking out). Gently put your foot on the brake to warn following traffic that you are about to stop. Come to a stop slowly and carefully. Stop as close to the left side as you can with safety.

Fill the demister vents and cover any external air inlet vents with paper or cloth. This stops pieces of glass getting into vents. Wrap a piece of cloth around your hand or use a steering wheel lock or other heavy object to punch out the whole of the windscreen. Wind up all other windows to reduce discomfort and continue at a slower speed to avoid blowing out the rear window due to a build up of pressure inside the car. If the windscreen is only cracked, leave it in place and drive at a reduced speed with all windows wound up.

Inappropriate Footwear

It is recommended that you wear some form of safe footwear when driving or riding. Thongs or other types of footwear without an enclosed heel are not considered safe as they can interfere with the operation of the brake, clutch (if any) and accelerator pedals.
Hazardous situations can arise at any time, whether you are driving in built up areas or on rural or outback roads. Northern Territory roads range from first class all weather sealed roads, to unsealed dirt tracks. Distances between towns are vast and there are many driving hazards and conditions that are unique to the Northern Territory.

**Overtaking Lanes**

Overtaking lanes give drivers of faster vehicles the opportunity to pass slow moving vehicles. You must always use the left lane unless you are overtaking and, at the end of the overtaking lane, indicate clearly if you have to move into the other lane, giving way to any overtaking vehicle in the other lane. When changing lanes at any time, you must give other road users sufficient warning by indicating clearly, and give way to vehicles already in the other lane.

**Driving at Night**

At night time, including dusk and dawn, many serious accidents occur because of factors such as limited visual information and fatigue.

It is most important to adjust your driving to night conditions. 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.

**Lights**

It is a legal requirement to have your headlights switched on when driving your vehicle between sunset and sunrise and when weather conditions make it necessary.

High beam may be used on any road, but you must dip your headlights to low beam when an approaching vehicle is within 200 metres, or when the other vehicle’s headlights dip, whichever is the sooner. You should always dip your headlights when following another vehicle.

If your headlights are in a dipped position yet you continue to receive the “Dip your lights” signal from approaching drivers it is wise to have your lights checked. Badly adjusted headlights dazzle other motorists and can lead to collisions.

Do not look directly at oncoming headlights. You should direct your eyes to the left hand side of the road and drive well to the left.

If dazzled, you should slow down and, if necessary, stop to regain your sight.

Keep your windscreen and headlights clean and be alert for pedestrians and animals which may be hidden in roadside darkness, or which may unexpectedly cross in front of your vehicle.
Driving on the Open Road

Do not drive with the interior light on. Pull the car off the road if it is necessary to read maps, etc.

**Stop and rest if you feel drowsy or tired.**

**Safe Following Distances**

The recommended rule for ensuring a safe following distance is to use the time lapse formula. Watch the vehicle ahead pass a definite point on the road, such as a road marking or tree or sign, then count the seconds until the front of your car passes the same object. Reciting “1001, 1002, etc” is a good way to estimate seconds. If you reach the object within two seconds you are probably following too closely. This method applies at any speed. If the road is wet or slippery, you should double the count to four seconds.

The driver of a long vehicle (longer than 7.5 metres, including vehicles towing caravans) must not follow behind another long vehicle at a distance closer than:

- 60 metres – where the permitted maximum speed is 60 km/h; or
- 200 metres – where the permitted maximum speed is greater than 60 km/h.

**Driving in the Rain**

Rain not only makes it harder to see but also harder to stop as the roads are more slippery than usual.

Water, oil and grime make a very slippery surface on the road. These conditions offer less grip for your tyres and make braking more difficult.

When driving or riding in wet weather conditions:

- turn on your headlights (dipped) if it is hard to see through the rain. Your vehicle will be more visible to other road users;
- drive at a reduced speed;
- at least double the following distance between yourself and the vehicle in front;
- apply your brakes gently. Jamming on the brakes could throw the vehicle into a dangerous skid; and
- in heavy rain, it may be safer to pull off to the side of the road, switch on your hazard flashers and wait out the downpour.
Driving on the Open Road

Speed
- A 110 km/h default speed limit applies on all rural roads and highways, unless otherwise sign posted.
- A 130 km/h speed limit applies where sign posted on the Stuart, Barkly, Arnhem and Victoria Highways.
- Excessive speed is a major cause of road deaths.
- Always obey the set speed limits.
- All Northern Territory Roads have a speed limit. Always be alert and drive at a speed that suits the road, your vehicle, your driving experience and the weather conditions.
- You should always drive at a speed that allows you to stop for any hazards you may encounter on the road.

Speed is a factor in all crashes. Increased speed leads to an increased likelihood of a crash and increased severity of any crash that occurs.

Driver Fatigue
- Driving long distances in high temperatures can cause fatigue – one of the most common causes of serious crashes!
- Stop and rest at least every two hours.
- Avoid driving for more than 8 to 10 hours a day.

- Use rest areas and commercial facilities located at regular intervals along major roads. Rest areas are located every 80 to 120 km and are designed for road users to pull over and rest when tired.
- Truck parking bays are for trucks and other heavy vehicles – avoid using them if you are not travelling in a heavy vehicle.

Single Vehicle Rollovers
- Rollover crashes are a major cause of road fatalities in the Northern Territory and often occur when a vehicle drifts off the edge of the sealed road and the driver overcorrects.
- If you do drift off the edge of the road, let the vehicle gradually slow down, keeping the wheels straight and without braking ease the car back on to the road.
Driving on the Open Road

Road Trains
- Road trains may travel at speeds of up to 100km per hour, and may be up to 53.5 metres long.
- When meeting road trains on a narrow road, slow down well in advance and move as far left as practicable.
- To overtake a road train safely you should be able to see more than 1km of clear road ahead – further if your vehicle cannot rapidly accelerate to overtaking speed.
- The stopping ability of a heavy vehicle is not the same as a standard car. Slowing down, or braking suddenly ahead of a road train can be dangerous. A road train requires at least 200 m to stop, so allow enough space between you and following vehicles when you plan to stop or pull off the road.

Animals and Stock (Cattle)
- Many roads in the NT are not fenced. You may encounter both large and small animals on the road. These can include birds, cattle, kangaroos, pigs and the odd camel.
- Beware of large birds and other wildlife feeding on road kill.
- You should slow down and sound the horn if necessary.
- Never swerve at speed to avoid animals, this is a common cause of single vehicle rollover crashes.
- Whenever possible it is best to avoid driving at dawn, dusk and after dark as nocturnal animals and birds are on the move.

Towing Caravans and Trailers
- Make sure your car and caravan or trailer are well maintained and meet all legal and safety requirements.
- Pay particular attention to tyre pressure and wear, brake system, lights and the coupling.
- Ensure your load is evenly distributed and that the caravan/trailer and car are not overloaded.
- It is law to leave at least 200 metres between vehicles over 7.5 m (which includes cars towing caravans and trailers) so that other vehicles, including road trains, are able to overtake.
- Pull over and stop regularly to let following traffic overtake.
Driving on the Open Road

Road Conditions

Sealed roads
- Sealed roads are accessible by all vehicle types and are generally well signposted.
- The shoulders on some roads may be soft so great care should be taken if leaving the bitumen. Reduce speed before nearing the road edge and be cautious of edge drop offs, wash aways and loose stones.

Unsealed roads
- Unsealed road surfaces may vary from gravel roads to graded natural surface (dirt) roads. Driving on unsealed roads with loose or shifting surfaces requires additional care and attention. Driving on these roads is a great deal more hazardous than driving on bitumen roads as control of the vehicle and braking is more difficult.
- Dust on unsealed roads may obscure your vision and conceal ruts and potholes – slow down or pull off the road and stop until the dust settles. Leaving headlights on will help other vehicles see you through the dust.
- Slow down on corrugated surfaces as they can cause the vehicle’s wheels to bounce and lose traction.
- Watch for approaching vehicles throwing up stones that may break your windscreen.
- Only overtake if your vision is clear.

Water on the Road
- Some roads in the Northern Territory are prone to flash flooding. If you encounter a flooded road, check the depth, force and possibility of obstruction or deep holes before proceeding, or wait until the water level drops.
- After going through deep water always check the brakes to be sure they are working effectively. If water has reached the brakes they may not be as effective as usual. An easy way to dry them out is to drive for a short distance with your foot pressing gently on the brake.
Driving on the Open Road

Four-Wheel-Drive Vehicles

- It is recommended you engage four-wheel-drive when travelling on unsealed roads.
- Four-wheel-drive vehicles are designed for both on and off road conditions, and consequently they handle differently to a standard car. They have a higher centre of gravity and can also be more affected by wind caused by other vehicles.
- Ensure you are familiar with how to drive the vehicle and know when and how to use the various features (such as locking front hubs and engaging four-wheel-drive) and any accessories.
- If travelling off the major roads seek advice about local conditions, make sure your vehicle is suited to the terrain, ensure you have adequate equipment, water and other provisions and tell someone where you are going and when you will return.

Pedestrians

- Recent Northern Territory statistics show that over the five year period (2004-2008), 22% of people killed on Northern Territory roads were pedestrians.
- Keep a look out for pedestrians in urban areas and on rural roads, particularly at night.
3. The Driving Rules

Licence applicants may be asked questions in the Road Rules Theory Test on any of the topics covered in this handbook and therefore applicants should read all sections carefully.
How to Read the Diagrams

Diagrams have been included to help you understand particular rules in this section of the handbook.

Vehicles are used in many cases to illustrate rules:

- In some of the diagrams, a red vehicle is used to show where the driver is disobeying a rule and a green vehicle is used if the driver is complying with a rule.

- In others, the red vehicle is used to show where a driver must give way to pedestrians, bicycles or to other vehicles. To help you understand these rules, the red vehicle is marked with a letter “B” on the roof while the other vehicle is coloured green and marked with the letter “A”.

Green vehicle for complying with a rule

Red vehicle for disobeying a rule

Green vehicle for complying with a rule

Driver must give way

Yellow starbursts as indicators
How to Read the Diagrams

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 represent flashing indicator lights.

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

Illustrations of road and traffic signs are also included and accompanied by explanations where appropriate.
Care, Attention, Consideration, Courtesy and Common Sense

You must ensure you obey all road rules, and that your vehicle is fitted with all necessary equipment and is safe to drive.

You must have an appropriate licence for the vehicle you are driving, and you should carry your driver licence with you at all times when you are driving.

_in the Northern Territory, all motor vehicles must be registered and a compulsory third party insurance (Motor Accident Compensation) contribution paid if they are driven on a road or public place._

To drive unlicensed or unregistered and uninsured are serious offences which attract significant penalties.

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.

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’. You must 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 aggression or unthinking behaviour from other road users. Don’t be pressured by other drivers, and try to stay calm and in control of your vehicle at all times. Don’t overreact 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 try to take control of 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. Use your mirrors at frequent intervals so that you know what other road users are doing and can anticipate their actions.

Watch out for people and things that are moving, or could move, and be ready to take action. When you are driving near parked vehicles, you should look out for pedestrians, especially children, who may step out on to the road.
Care, Attention, Consideration, Courtesy and Common Sense

Children are impulsive and have difficulty judging speed and distance. They are also small and can be unpredictable. Take extra care near schools, and expect children to dash out. It could save a child’s life.

Remember that causing a death on the road will be devastating for the family and friends of the victim – and for you as the driver.

Bicycles are classified as vehicles, and bicycle riders have the same rights and responsibilities as all other drivers. Meanings of the terms ‘driver’, ‘road user’ and ‘vehicle’ are included in the Glossary on page 126.

You should also watch for people riding wheeled recreational devices and toys such as skateboards, in-line skates, and roller skates 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.

In all cases, if there are signs or road markings, drivers, motorcycle and bicycle riders must obey them.

Remember: The temperature inside a closed vehicle can rise to dangerously high levels within a few minutes, therefore drivers should never leave children or animals unattended in a vehicle.
Seat Belts

Not wearing a seat belt is a significant contributor to the deaths on Northern Territory roads. Recent statistics show that over the five year period (2004-2008), 36% of people killed were not wearing a seat belt when one was available.

Seat belts protect vehicle occupants in two ways:

• they prevent occupants being thrown out of the vehicle; and
• they prevent the occupants being thrown around inside the vehicle;

thus reducing severity of injury or likelihood of death.

When a vehicle is in motion, all passengers are required to wear a seatbelt at all times. The driver must also wear a seat belt at all times unless the driver is reversing the vehicle.

Drivers are responsible for ensuring that all passengers under 16 years are wearing their seat belts when riding in a vehicle. For children under 12 months of age a driver must ensure the child is restrained in an approved child restraint.

Penalties apply to drivers and passengers who fail to wear seatbelts.

Seat belts must be properly adjusted and securely fastened with the buckle at your side. The belt should be adjusted so that it is as firm as possible, comfortable, and with no twists or knots in the webbing. If you are in a severe crash your seat belt may be stretched and should be inspected and if necessary, replaced.

If seat belts are removed they must be replaced immediately. Unless there is an approved child restraint device available any child aged twelve months or over must use the adult belt provided.

An approved child restraint is a type complying with Australian Standard AS/NZS 1754:2000 Child Restraint Systems for Use in Motor Vehicles or is of a type approved by the Registrar of Motor Vehicles.
Seat Belts

Children Under Twelve Months

Children under twelve months must be restrained in an approved child restraint which complies with Australian standards AS/NZS 1754:200 unless otherwise approved by the Registrar.

Types of Approved Restraining Devices

Baby capsule

Baby capsules are generally suitable for children up to six months of age if the restraint is anchored to the vehicle and is used in conjunction with an adult seat belt.

Booster cushion (for toddlers and small school children)

A “booster cushion” or “chair” is a firm but comfortable device secured to the seat. It is designed to stay in position when used in conjunction with a harness or adult seat belt to raise a child’s position in a motor vehicle.

Child seat (for toddlers)

The child safety seat incorporates a harness and is generally suitable for children from six months up to four years of age or weighing from 9 to 19 kg.

Fitting of baby capsule/child seat

All restraints must be installed in accordance with the vehicle manufacturer’s and restraint manufacturer’s specifications.

Child harness

Child harnesses are generally suitable for ages from twelve months up to twelve years (or from 9 to 30 kg). For a child who cannot otherwise see out of a vehicle, use a booster cushion.

Travelling with children in cars

- A seat belt must never be occupied by more than one person.
- Always check the car doors to make sure they are properly closed and locked.
- The use of booster cushions etc for children is to be encouraged.

Further information is available in MVR Information Bulletin V25 - Child restraints, which can be obtained from any MVR office or on the internet at: www.mvr.nt.gov.au
Seat Belts

Adult seat belts

The retractable lap/sash and non retractable lap/sash seat belts provide excellent protection. Non retractable lap/sash belts and lap belts need to be adjusted to suit the adult to ensure safety. Lap belts provide a lower level of safety and it is preferable they only be used when no lap/sash belts are available.

Most Important – Correct Belt Adjustment

Always adjust the buckle to the side and away from the abdomen, with the sash portion of the combination belt across the shoulder and not over the face or throat. Research has proved that, if no child restraining devices are fitted to a vehicle, an adult belt, properly adjusted, provides good protection for a child of twelve months or older.

Exemptions

Nobody is automatically exempt from wearing seat belts. Exemptions may only be given to people with severe medical conditions as provided in the National Medical Guidelines. Pregnancy is not an appropriate reason for an exemption, as both mother and child are safer if restrained.

For more information contact your medical practitioner and the Motor Vehicle Registry.
Driving on the Road

**Keeping Left**

When driving on any road without marked lanes, you must keep your vehicle as near as practicable to the far left edge of the road, except:

- when about to make or making a right turn;
- when overtaking another vehicle; or
- when riding a motor cycle.

On a road marked with two or more lanes for traffic travelling in the same direction, if the speed limit is higher 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 indicating signal;
- when avoiding an obstruction;
- when the other lanes are congested; or
- where a sign suggests you drive in the right lane to allow others to enter the left lane.

**Dividing Lines**

A dividing line is a road marking formed by a line or two parallel lines, whether broken or continuous, designed to separate the parts of 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, make a turn or avoid an obstruction but you must only do so if it is safe (see also Overtaking – page 50).

**Example 1**

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

**Example 2**

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

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, but may cross them to enter or leave the road or to go past an obstruction.

Example 3
Driving to the right of the centre of the road not permitted — overtaking on a road with a single continuous dividing line only.

Example 4
Driving to the right of the centre of the road not permitted — overtaking on a road with a single continuous dividing line to the left of a broken dividing line.

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

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 take the risk of danger into account.
Driving on the Road

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, including a bicycle 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; and
- indicate 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 also Giving way when changing lanes – page 83).

Continuous lane lines

On a multi-lane road, you must not cross or drive on a continuous lane line, except to avoid an obstruction.

This does not apply to the lines separating bus lanes or bicycle lanes, the lines separating a road from a road related area such as a parking lane, or a line at the extreme edge of the road.

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 other than a bicycle in a bicycle lane;
- drive a vehicle (including a motor cycle) in a bicycle lane, except when:
  - entering or leaving the road from a 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); or
  - avoiding an obstruction (and then only for up to 50 metres).

Bicycle riders must, if practicable, use a bicycle lane if one is available, but may have to move out of the bicycle lane to avoid debris, potholes or an obstacle.
Driving on the Road

Edge lines
You may only cross a continuous edge line including a line that separates where vehicles park:
• to avoid an obstruction;
• to overtake a vehicle indicating and waiting to turn right or make a U-turn from the centre of the road;
• if turning at an intersection;
• if entering or leaving the road, to enter another part of the road, such as a parking lane; and
• if driving a slow moving vehicle.

Overtaking
Overtaking is when you approach from behind and pass a vehicle travelling in the same direction (see Glossary – page 127).

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 are behind another vehicle and 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 to allow you to return to the left side without endangering any vehicle coming from the opposite direction;
• be sure you have sufficient distance to return to the same lane or line without endangering the vehicle being overtaken;
• be sure no other vehicle is overtaking your vehicle by checking the road behind in your mirrors; and
• 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; and
• give at least 1 metre clearance when overtaking a bicycle. If this clearance is not possible, do not overtake until it is safe to do so. After overtaking, make sure you are well clear of the bicycle before moving back.
Driving on the Road

You must not overtake:

- 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; or
  - on a multi-lane road, when you are in another lane to the left of the vehicle you are overtaking;
- where there is a single continuous dividing line (Examples 3 and 4), unless you can do so without any part of your vehicle crossing the line;
- where there is a double continuous dividing line (Example 5), unless you can do so without any part of your vehicle crossing the line;
- 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);
- to the right of a vehicle that is turning right;
- to the side of a vehicle displaying a Do Not Overtake Turning Vehicle sign, that 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; and
- 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.

Example 6
Driver not passing a vehicle that has stopped to give way to a pedestrian at a Pedestrian Crossing.

In the example, vehicle A has obeyed the rule and stopped to give way to a pedestrian on the crossing. Vehicle B must not overtake or pass vehicle A.
Driving on the Road

Being overtaken
When driving a vehicle being overtaken by another vehicle, you must not increase your speed until the other vehicle has completely overtaken your vehicle and returned to the lane or line of traffic.

Long vehicles
The Northern Territory has been declared a road train area. If you are driving a long vehicle (more than 7.5 metres including any trailer or overhanging load) you must stay at least 200 metres behind any other long vehicle. This does not apply on a multi lane road, in a built up area, or while overtaking. In other States and Territories where road train areas have not been declared, the distance is 60 metres.

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

When you reverse:
• always drive at a low speed, slowly and carefully;
• always check in all directions before starting to reverse, particularly behind your vehicle. If necessary, get out and walk to the back to ensure there is no obstruction or danger not visible from the driver’s seat;
• when 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; and
• use direct vision whenever possible – only use mirrors when direct vision is not possible.

Never begin a turn while reversing without first stopping and checking in all directions. If another vehicle is approaching, wait until it has passed, then check again.

Driving on Footpaths
You must not ride or drive on a footpath except to enter or leave adjacent property or a road-related area (watch out for pedestrians and bicycle riders who are permitted to ride on footpaths).
Driving on the Road

Driving on Traffic Islands and Painted Islands

You must not drive on a traffic island or median strip, or a painted island bordered by double continuous lines.

You may drive on painted islands bordered by single lines for a distance of up to 50 metres:

- to enter or leave the road; and
- to enter a turning lane which begins immediately after the painted island but you must give way to any vehicle entering the turning lane from the marked lane or line of traffic immediately to the left of the turning lane (Example 7).

Example 7
Vehicle B must give way to vehicle A.
Tailgating and Total Stopping Distance

Tailgating

You must drive at a sufficient distance behind the vehicle in front of you so that you can stop safely, if necessary, to avoid a collision.

If you fail to do this, you could be charged with failure to drive at a sufficient distance behind a vehicle or driving negligently, recklessly or in a manner dangerous.

Keeping a safe distance

The following distance is the safety 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 6 or 7 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 following distance, use the time lapse formula, which applies to any speed.

Note: Bicycle riders must not ride within 2 metres of the rear of a moving motor vehicle continuously for more than 200 metres or hold on to any part of a moving vehicle.

Time lapse formula

- Allow 2 seconds to elapse between the time when the rear of the vehicle ahead passes some stationary object, for example a signpost, and 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 in that time.
- Double the time to 4 seconds if:
  - the road is wet or slippery; or
  - the vehicle behind you is ‘tailgating’.

Note: The following distance is not the Total Stopping Distance – it is much shorter and only allows time for you to react to the actions of the driver in front (i.e. to apply the brakes).
Tailgating and Total Stopping Distance

**Total Stopping Distance**

The distance a vehicle travels from the time an event occurs 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 physically to apply the brake. For a fit and alert driver, it would average about ¾ of a second or 12 metres at 60 km/h.

- If you double the speed, you double the reaction distance (not the reaction time).

**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 at a greater rate than the increase in the speed you are travelling:
  - if your speed increases by 2 times (doubles), your braking distance will increase by 2 x 2 (or 4 times);
  - if your speed increases by 3 times (trebles), your braking distance will increase by 3 x 3 (or 9 times).

Assumes:
1. Alert driver (¾ second reaction time)
2. Braking efficiency of 75%
3. Good, dry, sealed, level surface

![Graph showing total stopping distance](image-url)
Speed Limits

You must not drive at a speed which is careless, reckless or that could endanger other people.

Drive at a speed to suit:
- the traffic conditions;
- the type and condition of the road;
- the weather conditions;
- the capabilities of your vehicle;
- your own driving ability.
- You must not drive at a speed which exceeds the maximum speed shown on a speed limit sign for the section of road on which you are travelling. If in doubt, slow down.

Maximum Speed Limits

Some speed limits and conditions of which you should be aware:
- **Built-up area**: The default speed limit in built-up areas in the Northern Territory is either 50 km/h or 60 km/h, unless a sign indicates that another speed limit applies.
- **Outside Built-up Areas**: Outside built-up areas, the default speed limit is 110 km/h. Other speed limits may apply in some areas. A speed limit of 130 km/h applies on some sections of the Barkly, Stuart, Victoria and Arnhem Highways as indicated.

- **Pedestrian and children's crossings**: Drive at a speed which would enable you to stop safely at the crossing should a pedestrian enter the crossing.
- **Learner licence**: 80 km/h.
- **Provisional licence**: 100 km/h.
- **Speed zones**: These are sections of the road for which a speed limit has been applied. These are shown by a sign with a number in a red circle. The number in the circle tells you the maximum speed (km/h) that you may travel.
Speed Limits

- **Heavy vehicles:**
  Buses of more than 5 tonnes Gross Vehicle Mass (GVM) and other heavy vehicles of more than 12 tonnes GVM must not exceed 100 km/h.

- **Long and wide loads:**
  Vehicles travelling under permit conditions may have a maximum speed limit imposed.

**School Zone Speed Limits**

Roads close to schools may have reduced speed limits which only apply on school days between the hours indicated on the signs. You should be aware of these and slow down to the speed limit on the sign.

**Speed-limited Areas**

The speed limit applying within a network of roads in a speed limited area will be shown on signs on each road into the area. Temporary speed limits posted at roadworks etc apply.
Driving Signals

You must always use your direction indicators 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 cycle 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 5 seconds to allow sufficient warning to be given to other road users, especially bicycle riders.

You must signal with your direction indicators your intention to:

• move to the left or right;
• turn left or right – including 'turning' from a continuing road to a terminating road at a modified T-intersection, when the continuing road turns right or left, and you intend to go straight ahead (Examples 8 and 9);
• change from one lane to another;
• pull into or out from a kerb or side of the road;
• make a U-turn or 3-point turn; and
• leave a roundabout (if practicable).

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

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

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.

You must signal your intention by means of your vehicle’s brake lights to:
• stop your vehicle; or
• suddenly slow your vehicle.

Braking
Driving Signals

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 and arm signal to turn right, stop or slow down suddenly (as illustrated).

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

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.
Turning

Before making a turn, you must follow this sequence:

- 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 cycles, 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 (see Driving signals – page 58);
- take up the correct position on the road (see Example 10) before you reach the intersection;
- make your turn, when safe;
- the correct position: Single-lane road or road without marked lanes;
- you must turn left from as near as practicable to the left edge of the road;
- you must turn right from as near as practicable to the middle of the road or the dividing strip;
- when turning right, you must approach the intersection to the left of and parallel to the middle of the road or dividing strip;
- when turning right, you should pass as near as you can 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; and
- in a one way road, you must turn right from as near as practicable to the right hand edge of the road.
Turning

The Correct Position: Multi-lane Road

At an intersection where lane lines are marked on the road, there are usually arrows also marked on the road that indicate the correct lane to be used for the particular direction you intend to take.

On a multi-lane road, 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.

• You must turn only in the direction of the arrow or arrows in your lane.
• You must turn in the direction indicated by the lane arrow where you have passed the last arrow or entered the intersection. If there is a continuous white line separating lanes, you cannot change lanes before the intersection.

• If there are arrows in the same lane offering a choice of directions, you may go in any 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 – usually indicated by broken white continuity lines in the intersection (Example 11 and 12).

Example 11
Drivers turning right as required by road markings.

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

• If there are no markings and you are turning into a multi-lane road, it is safest to turn into the lane on the new road that is closest to your turning vehicle. If you change lanes while turning, or immediately afterwards and collide with or endanger another vehicle, you could be charged with driving without due care or failing to give way when changing lanes.

• When turning right, you should pass as near as you can 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 - page 61).

• If you are driving a vehicle that is 7.5 metres long or longer such as a semi trailer combination – including any load or projection – and it is displaying a “Do Not Overtake Turning Vehicle” sign, you may use either or both lanes if necessary, to turn left or right if it is safe to do so.

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

**Turns 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 page 76 on when to give way to other vehicles and pedestrians when turning.
Turning

U-turns

On roads without multiple lanes, after signalling your intention to turn, 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.

At intersections on a multi-lane road, you must start a U-turn from the lane immediately to the left of the middle of the road or dividing strip (Example 13).

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; and
• you can safely make the U-turn without unreasonably obstructing the free movement of traffic.

You must not make a U-turn:

• at an intersection where there are traffic lights, unless there is a U-turn Permitted sign;
• where there is a No U-turn sign at an intersection or 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;
• across a single continuous dividing line, dividing strip or painted island, unless you are driving from or to another part of the road, such as a parking lane or bay;
• across a double continuous dividing line or dividing strip

Example 13
Starting a U-turn on a road with a median strip.
**Turning**

3-point turns

You may do a 3-point turn when the road is not wide enough to complete a U-turn. You may only carry out a 3-point turn if it is safe to do so and 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 often better to avoid a 3-point turn by driving around the block.
Road Signs

There are regulatory signs and non regulatory signs, which include warning and direction signs. There are also temporary signs, at places such as road works, and these can be either regulatory or non regulatory.

Regulatory Signs

These are put up to control traffic and must be obeyed. Here are some examples. Others are illustrated elsewhere in this handbook.

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 on page 77.

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 to any vehicle or pedestrian. The rule about giving way at a ‘Give Way’ sign is described on page 77.

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 on page 56.

Non Regulatory Signs

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

- Winding Road
- Narrow Bridge
- End Divided Road
Road Signs

- Roundabout
- T-Intersection
- Bicycles Crossing the Road
- Slippery Surface
- Steep Descent
- Trucks (Crossing or Entering)
- Dip
- Right Bend (Advisory)
- Cattle
- Floodway
- Children

Section 3 - The Driving Rules
Road Signs

Some curve and bend Warning signs 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 – these tell you what speed you must travel when passing the obstruction. Speed limits are described on page 56.
Traffic Signals

Traffic signals are installed for your protection and to regulate traffic flow. Always approach them at a safe speed in case the signal changes before you reach the intersection.

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

If the traffic signals are not operating, obey the Give Way to the Right rule or the Give Way at a T-intersection rule, whichever is applicable (see page 78).

**Red Circle**
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 – page 70).

**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 circle, you may proceed if it is safe to do so.

**Yellow Circle**
This indicates that the signals 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.

**Yellow Arrow**
This indicates that the signals 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.
Traffic Signals

Green Circle Only
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 sign 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, including turning traffic;
- pedestrians if you are turning to the right or left; and
- vehicles from the opposite direction, if you are turning right.

Green Arrow
A green arrow, either alone or with any other signals, means you may proceed in the direction of the arrow if safe to do so. This indicates that oncoming traffic should be facing a red signal.

Left Turn On Red
This is allowed only where there is a sign saying ‘left turn on red permitted after stopping’. If there is a sign, you can turn left before the traffic lights change to green – but only after coming to a complete stop, then making sure that it is safe to do so and giving way to all other vehicles and pedestrians.

Flashing Yellow Circle or Arrow
You may proceed with caution – obeying the give way to the right rule or the T-intersection rule, whichever is appropriate.
Traffic Signals

No Right/Left Turn

Normal or illuminated signs may indicate that either right or left turns are prohibited. These are Regulatory Signs and apply when the sign is either illuminated, during the times stated on the sign, or at all times where a time is not displayed (see Road Signs – page 66).

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 page 64.

Speed and Red Light Cameras

Some intersections are equipped with cameras to photograph vehicles whose drivers commit an offence by crossing against the red light and/or speed when entering the intersection.
Crossings

Drivers and riders should always be aware of people crossing the road. You must give way to pedestrians who are crossing a roadway which you are about to enter, or at a point designated as a crossing. Beware of children trying to cross the road. It is your duty of care to avoid injuring pedestrians.

Do not overtake cars which are slowing down or are stopped at any crossing.

**Children’s Crossings**

These crossings are near to schools and are not operative unless the ‘children crossing’ flags are displayed. Even if the flags are not displayed, always be watchful of children. When approaching a Children’s Crossing slow down and be ready to stop. You must stop if pedestrians are on the crossing or about to use the crossing. Do not move your vehicle until all people are completely clear of the roadway. If a handheld stop sign is displayed by an attendant, then you must stop at the line. Do not move your vehicle until all people have cleared the crossing.
Crossings

Pedestrian Crossings ("zebra" crossings)
These are crossings which are signposted and marked with lines on the road. You must be alert for people on the crossing. You must stop at the line nearest you if there is a pedestrian about to cross or on the crossing. You may proceed if the person who has crossed in front of you is clear of your vehicle and there is no one else following them or crossing from the other side. At some of these crossings flashing yellow lights are used to highlight that a crossing is operating.
Crossings

**Controlled Crossings at Traffic Lights**

Some crossings are controlled by traffic lights. If the traffic light is green, vehicles may proceed through the crossing. If the yellow or red traffic light is showing, vehicles must stop at the stop line. Vehicles must give way to pedestrians crossing the path of the vehicle. If a yellow flashing traffic light appears after the red traffic light, vehicles may proceed with care, but only after pedestrians clear the carriageway on which they are travelling.

A pedestrian must press the button to activate the lights and must cross only when the green pedestrian light shows. Pedestrians must not cross when the red pedestrian light shows and must not start to cross when the red pedestrian light starts flashing.

Pedestrians will also cross at uncontrolled intersections and similarly motorists turning must take care and give way to pedestrians.

**Level Crossings (Railway Crossings)**

Level crossings are found where a railway and road intersect and the railway is at substantially the same level as the road. A level crossing exists whether or not a level crossing sign has been erected. Level crossings are either public crossings or occupational crossings and are either actively or passively protected.

The following rules apply at passive level crossings:

- At a level crossing controlled by a ‘Stop’ sign, you must stop at the stop line or, if there is no stop line, at the ‘Stop’ sign. You must give way to any train approaching or entering the crossing.
- At a level crossing controlled by a ‘Give Way’ sign or a give way line, you must give way to any train approaching or entering the crossing.
- Should no protections exist at a level crossing, you are still obligated to give way to any trains and should proceed with appropriate caution.
The following rules apply to active level crossings:

- At a level crossing controlled by lights, you must stop behind the line across the road if the lights are flashing, and remain stationary while the lights continue to flash. Approach such level crossings with caution and at a speed which would enable you to stop safely should the lights start to flash.

- At level crossings controlled by lights and boom gates, you must stop if the lights are flashing, even if the boom gate has not closed. Once the train has passed, remain stationary until the boom gate has opened completely and the lights have stopped flashing.

Other safety measures relating to level crossings are:

- Always expect a train.
- Do not overtake a vehicle which has slowed down or stopped at a crossing.
- Do not enter a crossing if the road beyond the crossing is blocked by congested or disabled traffic, such that your vehicle would not be able to completely clear the level crossing.
- Be aware of railway workers’ vehicles, travelling on the railway track, which may not activate the signals.

- If there is no sign and you are required to stop, do so well clear of the railway line (at least 3 metres from the track).
- Exit the level crossing as soon as you can safely do so.

It is an offence to fail to comply with traffic control devices at level crossings and you can be fined and incur demerit points. In addition to the traffic offences discussed above, access to Occupational Crossings is subject to the AustralAsia Railway (Occupational Crossing) Protocol.
When to Give 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 14), you must:

• Give way if any pedestrian (child or adult) is on or entering the crossing, and remain stationary while any pedestrian is on or entering the crossing; and

• if there is a dividing strip, remain stationary and give way if the pedestrian is on your side of the dividing strip.

When approaching both types of crossings, you must:

• drive at a speed that will enable you to Stop if necessary; and

• not overtake or pass a vehicle that is slowing or that has stopped in order to give way to pedestrians (Example 15).

Example 14
Driver stopped at stop line for pedestrians on a Children’s Crossing with poles and flags.

Example 15
Driver not passing a vehicle that has stopped to give way to a pedestrian at a Pedestrian Crossing.

In the example, vehicle A has obeyed the rule and stopped to give way to a pedestrian on the crossing. Vehicle B must not overtake or pass vehicle A.
When to Give Way

Giving Way at Stop Signs and Lines and Give Way Signs and Lines

At an intersection, a driver facing a ‘Stop’ sign/line or a ‘Give Way’ sign/line must give way to a vehicle coming from any other direction (example 16 and 17) 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 (example 18); and
- a vehicle turning left using a slip lane (example 19 - page 78).

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 79).

Although you are not required to give way if you are proceeding straight ahead and the pedestrian is intending to cross the road, you are required to drive with due care and attention.

If a ‘Stop’ sign/line or ‘Give Way’ sign/line applies at any other place, you must give way to any vehicle or pedestrian at or near the ‘Stop’ sign/line or ‘Give Way’ sign/line.
When to Give Way

‘Stop’ signs and ‘Give Way’ signs are described in more detail under Road signs on page 66.

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.

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 (Example 19) an oncoming vehicle that has turned right at the intersection. 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 20).

Example 19
Driver turning left using a slip lane giving way to a vehicle that is turning right into the road the driver is entering.

Example 20
At T-intersection at which the terminating road is the ‘stem’ of the T.

Example 21
A modified T-intersection at which the terminating road is marked by a sign or lines on the road and is not the ‘stem’ of the T.
When to Give Way

- 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 21 - page 78).

If you are on the terminating road, you must give way to all vehicles and pedestrians approaching from either direction on the continuing road.

Examples 22 and 23 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 24 and 25 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.

Unless you are continuing along the continuing road, you must give way to any pedestrian crossing the road you are entering.
When to Give Way

Example 26 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 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 27, 28 and 29), but not if they are turning left from a slip lane (Example 19 – page 78).
When to Give Way

If you are driving on a continuing road at a modified T-intersection and intend to go straight on into the terminating road, this is the same as turning right and you must give way (Example 26 – page 80) to oncoming traffic on the continuing road. You must also indicate to turn right.

Giving Way to Pedestrians When Turning

If you are turning at an intersection, you must give way to any pedestrian crossing the road you are turning into (Example 30 and 31).

You must also give way to a pedestrian crossing the road at 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 (Examples 32, 33, 34 and 35).
When to Give Way

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). The median strip might be a narrow strip or wide enough to require a short ‘crossover’ road (Example 37).

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 Doing a U-turn
You must give way to all vehicles and pedestrians when doing a U-turn and a 3-point turn. These are explained in detail on pages 64 and 65.

Example 34
Driver turning left giving way to a vehicle on the right that is going straight ahead.

Example 35
Driver turning right giving way to a vehicle on the right that is turning right into the road the driver is leaving.

Example 36
Giving way when turning at a break in a median strip.

Example 37
Giving way when turning at a break in median strip through a crossover road.
When to Give Way

Giving Way When Lines of Traffic Merge
When traffic needs to merge and there are no marked lanes, you must give way to the vehicle in front. This is known as the zipper merge (Example 38).

The zipper merge does not apply where there are marked lanes and your lane comes to a distinct end. In this situation you must give way to other traffic already in the lane you are moving to (Example 39).

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, indicate clearly for long enough to warn other road users, and give way to traffic in the other lane (Example 40 – page 84). 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 84).

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 cycles and bicycles, travelling along the road. You must also indicate for at least 5 seconds to warn other road users.

Parking is described in more detail on page 96.
When to Give Way

Example 40
Giving way when moving from one marked lane to another marked lane.

Example 41
Giving way when moving from one line of traffic to another line of traffic.

Example 42
Driver entering a road from a road-related area giving way to a pedestrian and a bicycle rider on the footpath and a vehicle on the road.

Example 43
Driver turning right from a road into a road-related area giving way to an oncoming vehicle and bicycle and to a pedestrian on the footpath.

Giving Way When Entering or Leaving a Road-related Area

When driving in to or out of a road-related area (such as a driveway or car park, see Glossary – page 128) or adjacent land, you must give way to all vehicles, bicycles or pedestrians on the road, footpath or road-related area (Examples 42 and 43).
When to Give Way

Giving Way to Buses

When driving or riding on a length of road in a built-up area, in the left lane or the left line of traffic, you must give way to a bus in front of the driver if:

a. In speed zones of 70km/h or below.
b. The bus displays a give way to buses sign.
c. Indicator lights of the bus are operating;
d. The bus is about to enter or proceed in the lane or line of traffic which the driver is driving.

Under this rule, the driver of the bus is permitted to enter the lane or line of traffic in which the other vehicle is travelling only if it is safe to do so.

Giving Way to Emergency Vehicles

You must give way to a police or emergency vehicle with the warning siren sounding or displaying red, or red and blue flashing lights to ensure that it is provided with a clear and uninterrupted passage. You may disobey other road rules to obey this rule but only if it is safe to do so.

Giving Way at Roundabouts

You must give way to vehicles already in the roundabout, then proceed in a clockwise direction. 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 a large circular island at its centre. Roundabouts are marked with this sign and can either be single-lane or multi-lane roundabouts.

**Approaching and Entering a Roundabout**

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

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 indicate left as you approach.
- If you intend to turn right (leave after half way round), you must indicate right as you approach.
- If you intend to go straight on, you do not indicate 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; and
- signal (left or right as above) if you intend turning at the roundabout.

All multi-lane roundabouts have lane markings and arrows on the road leading up to them and you must enter the roundabout from the correct lane.

If you want to take the first exit on the left, you must choose the left lane. If you want to go straight on, you can use either lane, and if you want to turn right, you must chose the right-hand lane, always remembering to indicate.

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

**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.
Roundabouts

**Example 44** – if you’re turning left, approach in the left lane and indicate 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 indicate when approaching or entering the roundabout but should indicate left, if practicable, immediately before you reach your exit and leave the roundabout.

**Example 46** – if you’re turning right, approach in the right-hand lane, indicate to go right and enter the right-hand lane when both lanes are clear. As you are passing the exit before your desired exit, indicate left to cross the left lane and leave the roundabout, driving into the right-hand lane of the road you are entering.

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

**Note:** Drivers should remember to look out for bicycle riders, who may be stopped in the left lane of a multi-lane roundabout to give way to other vehicles leaving the roundabout. Bicycle riders may stay in the left lane even if they are turning right but they must give way to other vehicles exiting the roundabout.
Obstruction

Long Vehicles Turning
A long vehicle displaying a ‘do not overtake turning vehicle’ sign may turn left from the right lane or right from the left lane in a roundabout or other intersection where it is impractical to use the other lane, and where it is safe to do so. You must not pass or overtake a vehicle displaying this sign on the left if it is indicating to turn left, or the right if it is indicating to turn right, unless it is safe to do so.

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.

Blocking a Crossing
You must not enter or attempt to cross a children’s crossing, marked foot crossing, pedestrian crossing or level crossing if you cannot drive through the crossing because it, or the road beyond, is blocked.

Pedestrians Causing a Traffic Hazard or Obstruction
A person must not stand on the road for the purpose of selling goods or services (including windscreen washing), or obtaining a ride (hitch hiking). A person in a vehicle must not offer to buy goods or services from, or offer a ride to, a person standing on a road.

Driving Too Slowly
You must not drive so slowly that you unreasonably obstruct the vehicle or vehicles following you. For example, driving at 20 km/h for no 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 or red and blue flashing lights. You must not move into the path of, and must move out of the path of and give way to the emergency vehicle to ensure it 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.

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.
Section 3 - The Driving Rules

Lights, Horns and Mirrors

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 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 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, pull off the road and stop.

• 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 to dazzle other road users.

• Front and rear fog lights and hazard warning lights can also be used in hazardous weather and reduced visibility – but they must be switched off when visibility improves.

• If you are towing a vehicle at night or in hazardous weather conditions, the towed vehicle must have rear lights operating.

• Keep your windscreen and lights clean.

Hazard Warning Lights

You must not use your hazard warning lights unless your vehicle is stopped and causing an obstruction, is 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), and by drivers of a school bus when picking up or setting down passengers.
Lights, Horns and Mirrors

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 on unless it is made clearly visible from a distance of 200 metres by a street light or other lighting.

If your vehicle is 2.2 metres wide or wider, you must have the clearance and side marker lights on at night or in poor visibility. This does not apply on a road with street lighting, when a vehicle is visible for at least 200 metres.

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 cycles built after June 1975 must also have a rear vision mirror on each side.
Towing and Loads

Towing

You must not drive a vehicle towing another vehicle unless it is safe to do so. As the driver of the vehicle doing the towing, you must be in control of the towed vehicle unless another licensed person is in the driver’s seat controlling the towed vehicle’s brakes and steering.

If you’re using a towline of any sort, your vehicle must not be more than 4 metres from the vehicle being towed (motor cycles 2.5 metres) and, 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.

If the towed vehicle is a trailer, including a caravan, you must be able to control its movements from the vehicle you are driving.

Towing Capacity

The Aggregate Trailer Mass (ATM) of a trailer or caravan being towed must not exceed the towing capacity of your vehicle or the capacity of the towbar. 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 manufacturers specify that a vehicle should not be used for towing at all, and the driver must not use that vehicle for towing even if it has been fitted with a towbar.

If a manufacturer has not specified a towing capacity, you should not tow anything greater than your vehicle’s own unloaded mass (weight) up to the limit of 750 kg without brakes on the trailer or, if the trailer has brakes that can be operated from the towing vehicle, up to 1.5 times your vehicle’s unloaded mass.

To check your vehicle’s and your trailer’s mass, you can go to a public weighbridge.
Towing and Loads

**Loading a Vehicle or Trailer**

You must not drive or tow a vehicle carrying a load 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. Advice on how to restrain loads properly is available in the National Transport Commission publication, *Load Restraint Guide*. This book may be purchased from MVR offices or in Katherine, at the weighbridge.

Loads on vehicles, including trailers, must not project more than 1.2m over the front of the vehicle or 150mm either side. Loads that overhang to the rear and cannot be easily seen must have brightly visible flags attached by day and a red light by night. There are specific restrictions to rear projection limits.

Note: For further information on towing and loads see *MVR Information Bulletin V13– Vehicle Dimensional Limits (including Loading)*, which can be obtained from any MVR office or on the Internet at: [www.mvr.nt.gov.au](http://www.mvr.nt.gov.au)

**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.

**Passengers in a Trailer or Caravan**

You must not drive a vehicle towing a trailer, including a caravan, in which passengers are travelling.
Motorcycles

Motor cycles 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 That Apply to Motor Cycle Riders**

These are:
- An approved helmet must always be worn.
- Modern motor cycles 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 and riders who have not held a motor cycle licence for 12 months continuously or whose licence is provisional, must not carry pillion passengers.
- Riders may ride two-abreast but no more than 1.5 metres apart.
- Both the rider and pillion passenger are responsible for ensuring the pillion passenger wears an approved helmet.
- You may ride to the right of centre of a traffic lane.
- Riding between two lanes of stationary vehicles where lane lines are marked is not recommended.

**Learner Approved Motorcycle Scheme (LAMS)**

The Northern Territory LAMS allows novice riders to ride and gain experience on ‘Learner Approved Motorcycles’ that are moderately powered, with an engine capacity of up to and including 660CC and which do not exceed a power to weight ratio of 150 kilowatts per tonne. The LAMS motorcycle restriction will apply to all novice riders and it is the responsibility of the novice rider to ride only LAMS motorcycles that appear on [MVR Information Bulletin L39 - List of Approved Motorcycles](http://www.mvr.nt.gov.au). Information Bulletin L39 can be obtained from any MVR office or on the Internet at: [www.mvr.nt.gov.au](http://www.mvr.nt.gov.au)
Motorcycles

Being Seen

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

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 cycle to other road users (i.e. in position where driver of a car would normally be).

Equipment and Clothing

When choosing equipment and clothing, bear in mind the purpose: Visibility as well as protection.

Compulsory equipment

Both motorcycle rider and any pillion and/or sidecar passenger must wear a safety helmet that complies with Australian Standard AS1698-1988 or a type approved by the Registrar of Motor Vehicles.

A white or brightly coloured helmet provides good visibility both by day and night. The helmet must be a snug fit and properly fastened at all times. Chin cups are not recommended.

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.
Keeping Within a Vehicle

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

• when giving a hand signal;
• to obtain a clear view when reversing; and
• for door-to-door delivery/garbage collection (and then at less than 25 km/h).

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

Riding Outside a Vehicle

You must not allow any person to ride on the roof or bonnet of your vehicle. You must not allow any person to ride on the side or rear steps, or the roof rack ladder.

Carrying Passengers in Utilities and Trucks

You must not drive with a person or people in or on a part of a vehicle primarily designed for goods and that is not enclosed.

It is illegal to ride in the back of utilities and trucks.

Carrying Passengers in Trailers

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

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.

General Exemptions to Stopping and Parking Rules

The parking rules do not apply under the following circumstances:
- when avoiding 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; and
- 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. Tow trucks, emergency vehicles and postal vehicles are exempt when acting in the course of their duties.

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;
- if your vehicle is a heavy or long vehicle and cannot fit within one parking bay, it must be parked in the minimum number of parking bays;
- where there are no parking bays, leave at least 1 metre between your vehicle and the vehicles in front and behind; and
Parking

• unless otherwise indicated by a sign, leave a minimum of 3 metres between your vehicle and the centre of the road if there is a continuous line or dividing strip (Example 48), or, if not, the other side of the road. In the example, the vehicles marked with an ‘X’ are parked in contravention of this rule.

Angle Parking

Angle parking is indicated by a sign 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 says 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 either the rear or front to the kerb (Example 50).

Some States permit 135 degree parking. This must be indicated by sign or road marking. In this situation, you must park rear to kerb.
Heavy or Long 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 1 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; or
  - a local council has granted an exemption;
• a vehicle is a heavy vehicle if it has a GVM of 4.5 tonnes or more; and
• 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, other than to obey another law e.g. red light, stop sign or stationary traffic.

You must not stop or park your vehicle in any area where a ‘No Stopping’ sign 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 3 metres away; and
• you complete the dropping off or picking up as soon as possible – in any case, within 2 minutes.
Parking

Where Stopping and Parking is Prohibited

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), laneway, gates, or doors by which vehicles enter or leave, unless you are dropping off or picking up passengers;
• on or across a footpath, or a footpath ramp;
• on or within 20 metres before a children’s crossing or pedestrian crossing, or 10 metres after a children’s crossing or pedestrian crossing (Examples 54 and 55);

Example 51
Measurement of distance – intersection with traffic lights.

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

- on an area of road on which the words ‘Keep Clear’ are marked;
- within 1 metre of a fire hydrant or fire plug;
- within 20 metres before and after the nearest rail or track of a railway or tram level crossing (Example 56);
- 20 metres before and 10 metres after a bus stop;
- in a bus zone;
- next to a vehicle that is parked at the side of a road (double parking);
- in a Loading Zone, unless you are:
  - a public bus dropping off or picking up passengers, or
  - a truck or other vehicle designed primarily for the carriage of goods;
Parking

• 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, or a bus in a bus zone;
• on a road marked with a yellow edge line;
• 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;
• in a mail zone;
• where a motor cycle or bicycle parking sign applies, unless riding a motor cycle or bicycle respectively; and
• in a parking area reserved for people with disabilities, unless displaying a valid permit.

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 on which stopping and parking are restricted during times of peak traffic use (see Glossary – page 126). The operating hours are indicated on signs at the start of and in the clearway. You must not stop on a clearway, including to set down or pick up passengers, during the operating hours. Public buses are permitted to set down and pick up passengers on a clearway.
Parking

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. Once you have parked in an area for the maximum time permitted, you must move your vehicle off the length of road, or out of the area, to which the sign applies.

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 in a parking area specifically allocated for people with disabilities.

Parking at Night

You can leave your vehicle parked on the road at night without the parking lights on if it is 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 on.

If a vehicle is 2.2 metres wide or wider, you must have the clearance and side marker lights on for the safety of other road users whether or not there is street lighting.
Defective Vehicles
You must not drive on the road a vehicle that does not comply with the roadworthiness requirements of the Northern Territory Motor Vehicles Act. If your vehicle is defective, you may be stopped at any time by a Police Officer or Transport Inspector and issued with a defect notice that will require you to have certain repairs undertaken. Defect notices can instruct an owner or driver not to drive the vehicle on the road, or only to drive to a certain place, until repairs have been made and approved. It is an offence to remove a defect label.

Leading an Animal
You must not lead an animal while driving a motor vehicle, or riding a bicycle.

Mobile Phones
You must not use a hand-held mobile phone while driving (even if you are stopped at traffic lights). You may use a hand-held mobile phone while your vehicle is parked (in a designated parking place).

Learner and provisional licence holders are not permitted to use a mobile phone in any form whilst driving, including hands free devices or texting.

Full licence holders may use a mobile phone in hands-free configuration. You must always drive carefully and should never attempt to dial a number or send or receive text or multi media messages whilst driving.

Obeying Directions
At all times, you must obey traffic signals and signs, and any directions given by a Police Officer or another authorised person.

If traffic is being controlled by a Police Officer, the directions of the officer 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.

Television Receivers and Visual Display Units
You must not drive a vehicle that has a television receiver or visual display unit that is in operation and is visible to the driver or the driver of another vehicle. This does not apply to a driver’s aid, such as vehicle systems equipment, dispatch system, ticket issuing machine, navigational system or rear view screen.
Miscellaneous Rules

**Mandatory Carriage of Driver Licence**
All drivers and riders must carry their licence with them every time they drive. Mandatory carriage of licence is required to assist police with traffic enforcement. If you fail to produce your licence you may be issued with a $50 on the spot fine, or a Court imposed fine of up to $2,200.

**Anti-Hooning Laws**
Anti-hooning laws mean if you’re caught hooning on Territory roads and in public places you could lose your vehicle and receive an infringement notice. The Police can issue you with an infringement notice or summons, and may impound your vehicle for a minimum of 48 hours.

**What do the police classify as hooning?**
A hooning offence is:
- Participating in unauthorised street races and speed trials.
- Burnouts.
- Damaging the surface of a road or public place.

**Unnecessary Noise**
You must not start or drive a vehicle in a way that makes unnecessary noise.

**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.

**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 your vehicle.

**Making a Motor Vehicle Secure**
Before leaving your vehicle on a road, you must apply the parking brake. If there is no one in the vehicle and you will be more than 3 metres from the vehicle, you must switch off the engine, remove the ignition key, and lock the doors. This rule applies to a road and road-related areas such as parking areas.
Rules for Other Road Users

Rules for Pedestrians

Under the Australian Road Rules, a pedestrian includes a person driving a motorised wheelchair that cannot travel at over 10 km/h, a person in a non-motorised wheelchair, or a person pushing a motorised or non-motorised wheelchair. A pedestrian also includes a person in or on a wheeled recreational device or wheeled toy.

When you are a pedestrian you must pay due care and attention, and must not cause a traffic hazard or unreasonably obstruct other pedestrians or vehicles, when walking on a road or in a public place. You must not get onto, or into, a moving vehicle unless you are engaged in door-to-door delivery or collection of goods.

Pedestrians must not travel past signs that indicate pedestrians are not permitted beyond that point. If there is a footpath or nature strip adjacent to a road, you must use the path and not travel on a road unless it is impracticable to do so. If you must travel on a road, keep as far to the left or right side of the road as practicable, and do not travel alongside more than one other pedestrian or vehicle.

Pedestrians Crossing a Road or Level Crossing

When crossing a road, you must cross by the shortest, safest route and must not stay on the road longer than necessary. You must not cross a road or a level crossing within 20 metres of a pedestrian crossing.
Rules for Other Road Users

When crossing the road at pedestrian crossing lights, you must not enter the crossing if the pedestrian light is flashing red or is red.

At a railway level crossing, you must not enter the crossing if:
  • warning lights are flashing or bells ringing;
  • a gate or boom is closed or is closing or opening;
  • a train is entering or approaching the crossing; or
  • the crossing or beyond the crossing is blocked.

Wheeled Recreational Devices and Toys

Wheeled recreational devices include devices such as roller blades and skateboards. Wheeled toys include devices such as pedal cars and tricycles when ridden by a child under 12 years of age.

These devices are only permitted on paths and local roads, that is, they must not be ridden on roads with line marking or median strips, or with a speed limit of more than 60 km/h. When ridden on a road, they must be ridden as far to the left as practicable and must not travel alongside more than one pedestrian or vehicle.

When travelling on a footpath or shared path these devices must keep to the left and the rider must give way to pedestrians.

A person travelling on a wheeled recreational device or wheeled toy must not hold on to a vehicle while the vehicle is moving.
Additional Rules for Bicycle Riders

Most rules and *Traffic Regulations* apply to bicycle riders as they apply to drivers, however, there are some specific rules which apply to bicycle riders.

As a bicycle rider, you must sit astride the seat facing forwards (unless the bicycle is not designed to be ridden in this manner). You must ride with at least one hand on the handlebars, and you must not carry more persons on the bicycle than it is designed to carry.

Your bicycle must have at least one effective brake and a bell, horn or similar warning device in working order. If you are riding at night or in hazardous weather conditions you must have a white light on your bicycle which is visible at least 200 metres from the front, a red light visible for at least 200 metres from the rear, and a red reflector that is visible for at least 50 metres from the rear.

You must wear a helmet which meets *Australian Standard AS/NZS 2063*, properly fitted and fastened, when riding your bicycle on a road or road-related area. In the Northern Territory, this rule does not apply if you are over 17 years of age and you are riding on a public place or path which is separated from the road.

You must not ride a bicycle across a pedestrian crossing, children’s crossing or marked foot crossing.

In the Northern Territory, all paths are shared paths unless signs indicate otherwise. When riding on a shared path you must keep to the left, unless it is impracticable to do so, and give way to any pedestrian. You must not ride on a road or path if a ‘no bicycles’ sign or road marking applies.

You must not cause a traffic hazard by moving into the path of a driver or pedestrian. You may not ride alongside more than one other rider on a road, except to overtake other riders. You must not ride a bicycle that is being towed by another vehicle, hold on to a moving vehicle, or ride within 2 metres of the rear of a moving motor vehicle continuously for more than 200 metres.

On a multi-lane roundabout, a bicycle rider may turn right or do a U-turn from the left lane, however, you must give way to any vehicle leaving the roundabout. This is to allow riders to ride next to the kerb, however, this can be a dangerous manoeuvre with motor vehicles exiting the roundabout and to minimise the risk bicycle riders must stop and give way. Riders are permitted to use the right lane to turn right or do a U-turn at a roundabout.
Animals

An animal-drawn vehicle or an animal that is being ridden is considered a vehicle under the road rules. A person riding an animal is considered a rider and, for most road rules, the term driver includes rider. Therefore, when animals are ridden or animal-drawn vehicles are driven, on the road or a road-related area they must obey the same road rules as drivers of vehicles.

There are some specific road rules in relation to animals:

• you must not lead an animal while driving a motor vehicle or riding a bicycle;
• at multi-lane roundabouts, riders of animals may turn right or do a U-turn from the left lane, but you must give way to any vehicle leaving the roundabout;
• riders of animals must give way to pedestrians on a footpath or nature strip;
• you must not ride alongside more than one other rider, unless you are overtaking other riders or droving stock; and
• you must not ride an animal, or drive an animal-drawn vehicle, on a clearway in the hours when stopping is prohibited.
4. The Learner Driver’s Guide

This section sets out details of the basic skills required by learner drivers before they present themselves for the practical driving test.
Your instructor will show you the basic procedures for starting the car, changing the gears, turning corners and stopping. These procedures should be practiced until they become automatic. To remind you of the sequences the procedures are set out in the following pages. Whilst practising these procedures, remember check your mirror constantly and signal your intentions before moving off, changing course, slowing down or stopping.

**Basic Driving Procedures**

**Cabin drill—7 steps**
1) Get into the car.
2) Close and lock all doors.
3) Check that the handbrake is firmly on.
4) Adjust seat.
5) Adjust mirrors.
6) Locate controls.
7) Fasten and adjust seat belt.

**Starting up drill—8 steps**
1) Check that the handbrake is firmly on.
2) Clutch pedal down.
3) Check that the gear lever is in neutral.
4) Switch on ignition.
5) Check all gauges and warning lights.
6) Start engine.
7) Check all gauges and warning lights again.
8) Release clutch pedal (unless you intend to move off immediately).

**Note:** Choke may be required for cold starts.

**Moving off on level ground—7 steps**
1) Check the handbrake is firmly on.
2) Clutch pedal down (if not already down).
3) Select first gear.
4) Check mirror/s and signal intention.
5) Apply appropriate power.
6) Clutch pedal up to the ‘friction point’ and hold. Glance over the right shoulder to check that the road is clear.
7) Release the handbrake and gently release the clutch pedal until the clutch is fully engaged.
Practice Makes Perfect

Changing up – 6 steps
1) Increase the speed of the car until it is travelling at a speed appropriate to the next higher gear.
2) Clutch pedal down and release the power.
3) Move the gear lever to the next higher gear.
4) Clutch pedal up to the next friction point and simultaneously.
5) Apply a little power to ‘balance’ engine and road speeds.
6) Gently release the clutch pedal. Repeat until top gear is reached.

Changing down – 6 steps
1) Decrease the speed of the car until it is travelling at a speed appropriate to the required lower gear.
2) Clutch pedal down.
3) Move the gear lever to the required lower gear.
4) Clutch pedal up to the friction point and simultaneously.
5) Apply sufficient power to ‘balance’ engine and road speeds.
6) Gently release clutch pedal.

Stopping – 6 steps
1) Select stopping place.
2) Check mirror(s).
3) Signal intention (left signal). Kerbside stop only.
4) Brake to slightly above stalling speed.
5) Clutch pedal down (maintaining pressure on the brake pedal).
6) Cancel signals.

If stop prolonged – 3 steps
1) Apply handbrake.
2) Move gear lever to neutral.
3) Release clutch pedal.

Note: Traffic control signals which have just changed to red are considered to be prolonged stops.

Turning at corners – 5 steps
1) Check mirror/s.
2) Signal your intention to turn for a reasonable distance.
3) Brake to arrive at the corner slowly.
4) When a view of the road onto which you intend to turn is obtained, either stop or if safe to proceed, clutch down and select a low gear.

5) Apply power with the right foot and at the same moment gently withdraw the clutch, turn the wheel as necessary.

**Note:** There is always the possibility that before turning, a driver must stop the car in order to give way. By using the above procedure the driver will be ready to stop, as both feet are already on the appropriate controls.

**Uphill starts – 8 steps**

1) Check the handbrake is firmly on.
2) Clutch pedal down (if not already down).
3) Select first gear.
4) Check mirror(s) and signal intention.
5) Apply appropriate power (more than on level ground).
6) Withdraw clutch until 50% of the power noise is absorbed. Keep both feet still at this point.
7) Glance over the right shoulder to check that the road is clear.
8) Without moving the feet release the handbrake and gently release the clutch pedal until the clutch is fully engaged.

**Note:** The car will either move forward or remain still. It will not roll backwards. In either event, apply a little more power and gently withdraw the clutch pedal.
Manoeuvres

When you have mastered these basic procedures you will be introduced to the more complex manoeuvres which include reversing, U-turns, ‘3 point’ turns and parking. These procedures are set out in detail on the following pages. These too, should be practised until they can be performed accurately and confidently. Remember the two principles of reversing:

- always look to the rear when reversing to get the best view possible; and
- when reversing drive very slowly.

Reversing and Entering to the Left

You should, whenever possible, look through the rear window over the left shoulder. This means changing the normal seating position so that your back is towards the door. The right hand should hold the wheel at 12 O’clock, the left hand being used to stabilise the body. Where a reverse to the right is required observation should be over the right shoulder and the body and arm position should be reversed so that the left hand is in the 12 O’clock position. The car should be at least 0.5 metres from the kerb, allowing freedom of movement for the front wheels. You should practice reversing into a wide entry after which the entry should be limited by using a narrow lane or your own driveway.

For practice purposes, after turning, continue on a parallel course for some distance after straightening your wheels.

U-turn – 4 Steps

1) Correct sequence for stopping.
2) Signal your intention to turn right.
3) When the road is clear of traffic in both directions drive slowly forward applying full right steering.
4) Straighten up when the car has completed the 180 degree turn.

Note: U-turns should not be made at or near traffic lights, where a sign prohibits the same, or where other road users may be inconvenienced.
Manoeuvres

3 Point Turn – 15 Steps
1) Correct sequence for stopping.
2) Signal your intention to turn right.
3) When the road is clear of traffic in both directions drive slowly forward applying full right steering (Step A).
4) When the front wheels are within 1 metre of the opposite kerb apply full left steering (Step B).
5) Stop the car before the wheels touch the kerb.
6) Apply the handbrake.
7) Select reverse gear.
8) Check in both directions to ensure the road is clear.
9) Move the car slowly backwards.
10) When the rear wheels are within 1 metre of the kerb, apply full right steering (Step C).
11) Stop the car before the wheels touch the kerb.
12) Apply handbrake.
13) Select first gear.
14) Again check the road is clear.
15) Drive forward and complete the turn, moving away on the correct side of the road (Step D).

Note: Sometimes more than three movements may be required. This depends upon the type of car and the width of the road.

Parallel Parking

Driving ‘in’ to parallel park position – 5 steps
1) Assume a position 0.5 metres away from, and parallel to, the car in front and reverse until both rear bumpers are level.
2) Continue reversing slowly, turning the wheel very quickly to the left until the car assumes an angle of between 40 to 45 degrees.
Manoeuvres

3) Straighten the wheel and continue reversing until the front of your car is level with the rear of the front car.
4) Continue turning to the right, straightening again as the car becomes parallel with the kerb.
5) Move slowly forward parallel to the kerb, stopping midway between the cars.

Driving ‘out’ of parallel park position – 4 steps
1) Check that front wheels are in straight ahead position.
2) Reverse very slowly in the space available. Turn right immediately before stopping.
3) Check mirror, indicate right turn, and when safe:
4) Drive slowly forward out of the bay.

Where the Car Has to Be Parked Facing Downward on a Hill
Where there is a kerb the car should be parked with the wheels turned to the left so that the FRONT wheels will hold the car. Reverse gear should be engaged and the parking brake firmly applied. Where there is no kerb the precautions as in the above paragraph should be taken.
Manoeuvres

Angle parking

Driving into angle park – 6 steps
1) Check mirrors and signal intention for a reasonable distance.
2) Brake to arrive at the turn-in point slowly.
3) When a clear view into the intended parking bay (space) is obtained, either stop, or if safe to do so, slowly proceed (clutch down and select a low gear – manual vehicles).
4) Turn the wheel quickly and enter the space midway between side marking lines (if present).
5) Straighten steering and proceed straight ahead, then stop before the front bumper protrudes over kerb line but after the rear bumper (or towbar if fitted) is fully within the designated parking bay.
6) Make the car safe.

Driving out of angle park - 7 steps
1) Select reverse gear.
2) Check for clear roadway in both directions.
3) Check mirrors then look through back window – preferably over left shoulder - to ensure that the roadway immediately behind is clear. Whenever possible whilst reversing, the driver should be observing to the rear (look where you are going) with frequent checks to both sides to ensure that no unexpected hazards emerge during the manoeuvre.
4) Release clutch (manual vehicles) or release brake pedal (Automatic vehicles) to the friction point – release handbrake.
5) Exit the parking bay by slowly reversing the vehicle whilst turning the wheel either to the left or right depending on intended direction of departure along the roadway. Extra care must be taken to ensure that the front of the vehicle does not impinge on adjacent parking bays, and/or collide with adjacent vehicles or other hazards.
6) When the vehicle reaches the intended direction of departure, straighten the steering to ensure that, on moving forward, the vehicle will travel in the intended direction.
7) Bring the vehicle to a stop, then proceed forward in the new direction of travel. It will be necessary to apply elements of the moving off procedure depending on circumstances including proximity of other traffic, any slope of the road surface etc.
Automatic Transmission

Automatic transmission allows gear changes to be made without the use of a clutch pedal. The changes can be made by the driver in the usual way, selecting the gear appropriate to needs – or the selector can be left in drive position, which means that the gears will be changed automatically according to the various loads placed on the engine while the car is being driven. The selector can be set in a number of positions depending on the make and model of car. Provision is usually made for the transmission to be held in a low gear and in addition a neutral and park position is provided. In neutral position there is no connection between the engine and the transmission and in the park position the whole transmission is locked and the car cannot be moved. As a safety precaution the engine of automatic transmission car cannot be started until the neutral or park position has been selected. If the engine will not start, check the selector has been moved to either the ‘N’ or ‘P’ position. An important point to remember when intending to move off from a stationary position is to apply the foot brake while engaging the appropriate selector position. If this is not done the car may move off prematurely.

Variations From Standard Procedures When Driving Automatic Transmission

**Starting the engine – 3 steps**
1) Handbrake on.
2) Selector at ‘Park’.
3) Start engine.

**Moving off – 7 steps**
1) Right foot on brake pedal.
2) Select ‘Drive’ position.
3) Check mirrors and signal intention.
4) Glance over right shoulder to check that the road is clear.
5) Release foot brake pedal
6) Apply appropriate power on accelerator pedal.
7) Release handbrake to move off gently.

**Stopping**
To stop the car place the right foot on the brake and apply appropriate pressure.
Automatic Transmission

Re-starting (on level ground after temporary stop)
Remove foot from brake pedal and apply power.

Steep hills
The use of first and second gear positions should be considered when driving up or down steep hills. The car is then held in the gear you select. In the case of long steep downgrades the use of these lower gears helps restrain the car, which otherwise tends to run away.

Study the handbook
Automatic transmissions vary between makes and models and the handbook provided for your car should be carefully studied.

There is usually provision for changing gears by the use of the accelerator pedal. Your handbook will give you details applicable to the car you drive.

The principles involved in manoeuvring an automatic transmission car are the same as those already shown for the manual car.
Night Driving

Night driving has two essential prerequisites:
• good lighting equipment; and
• a spotlessly clean window.

Make sure you have both before attempting to drive at night. Compared with daylight driving, visibility at night is extremely limited. Even with the best street lighting combined with the most efficient headlights your ability to see at night is very much reduced.

Poor street lighting produces conditions which call for the utmost care. Isolated patches of light against a black background place a great strain on the eyes, which are constantly trying to adjust themselves to the changing light conditions. In these circumstances reduced speed is called for and a very careful lookout must be kept for both pedestrians and cyclists. Where there is no street lighting, driving is usually easier because the headlights give a constant amount of light which the eyes get accustomed to.

Normally, high-beam should be used, but you must change to low-beam when facing oncoming traffic and when closely following behind other traffic.

Dazzle is sometimes a problem, and a dirty windscreen accentuates this. If the light of an approaching vehicle dazzles you, slow down and avoid looking directly at them. Concentrate on looking at the edge of the road until the offending headlights have passed.
The procedures set out in the previous paragraphs of this booklet are concerned solely with the use of the car’s controls. It must be remembered, however, that there is much more to driving than a mere ability to make a car go, stop, or turn a corner.

Driving is a complex task and requires the use and coordination of various skills. Despite the need for a high level of concentration and attention some drivers become distracted because they engage in other activities while driving. This can include talking with passengers, tuning the radio, smoking, eating or drinking, shaving, applying cosmetics, map reading etc. Drivers can also become distracted by events happening outside of the car.

It is important to stay focused while driving and avoid becoming distracted. The overall principle of driving is that you should drive with the maximum degree of safety and the minimum of inconvenience to other road users.

This calls for skill in handling the car, combined with the conscientious application of the rules of ‘defensive driving’ – and above all, consideration for other road users.

These three ingredients together form the basis of safe driving.
Defensive Driving

Defensive Driving means driving so as to avoid becoming involved in a crash-producing situation. Most crashes occur because the crash-producing situation was not recognised in advance. Here are some worthwhile rules which will help to make your driving crash-free.

Following Distance

‘Following Distance’ is the safety space allowed between the vehicle you are driving and the vehicle immediately in front. This distance varies depending on the speed you are travelling and the braking ability of 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 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 this ‘Following Distance’ use the ‘Time Lapse Formula’. This applies at any speed.

Time Lapse Formula

Allow 2 seconds to elapse between the time when the rear of the vehicle ahead passes some stationary object (eg a tree or power pole) and the front of your vehicle reaches that point.

To estimate that time, as the rear of the vehicle ahead passes over the selected point, count 1001, 1002 and your vehicle should not have reached that point in that time. This method applies at any speed.

In most cases you should at least double the count to four seconds if:

• the road is wet or slippery;
• your vehicle does not have the same braking ability as the vehicle in front; or
• the vehicle behind you is ‘tailgating’.

Note: The ‘following distance’ is not the total stopping distance.

Always expect the unexpected – it often happens!

Make allowance for the possible mistakes of others.
Work out the probable intentions of other road users – but leave a margin for the possibility of them doing something else! Always give at least 1 metre clearance for all cars parked at the kerb side. You will then avoid hitting the door if it should open.

Give at least 2 metres clearance for cars angle-parked. Drivers reversing from these positions often cannot see cars approaching.

Give 2 metres clearance when passing bicycles – they often wobble just as you are about to pass. When braking is required the initial pressure on the pedal should be very gentle. This will light up the brake warning lamps and give following drivers as much warning as possible of your intention to slow down or stop.

Look at the drivers of other cars approaching your path – rather than at the car itself. You can learn much more. If a driver is looking in your direction you can assume that you can be seen. If the driver is not looking, you must assume that you cannot be seen. Having stopped at a level crossing in a queue of cars, never proceed until there is sufficient space for you on the other side of the crossing. Following the car in front in these circumstances can be most dangerous.

Regard your brakes as your first line of defence. Avoid the impulse to swerve when a car which should have given way to you fails to do so.

Always be ready to concede to other road users what is more than their legal right. The above rules are by no means exhaustive. As you become more experienced you will be able to add your own “do’s and don’ts” to those given here.
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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 – requirement is usually indicated by signs or road markings.

**Approved bicycle helmet** - An approved bicycle helmet is a helmet that complies with Australian Standard AS/NZS 2063 – Pedal Cycle Helmets, or as approved by the Registrar.


**Approved motor cycle helmet** - An approved motor cycle helmet is a helmet which complies with Australian Standard AS 1698 – Protective Helmets for Vehicle Users, or as approved by the Registrar.

**ATM – Aggregate Trailer Mass** - ATM is the maximum loaded mass (or weight) transmitted to the ground via the axle or axles of a trailer when the trailer is loaded and connected to a towing vehicle.

**Bicycle** - A bicycle means a two or three wheeled vehicle designed to be propelled by human power and includes a powered cycle. It does not include a wheelchair or wheeled recreational device, wheeled toy or any vehicle with an auxiliary motor capable of generating a power output over 200 watts.

**Built-up area** - A built-up area, in relation to a length of road, means an area in which there are buildings on land next to the road, or there is street lighting, at intervals not over 100 metres for a distance of at least 500 metres or, if the road is shorter than 500 metres, for the whole road.

**Clearway** - A clearway is a stretch of road along which stopping and parking are prohibited during certain times of day, such as morning and afternoon peak periods. It is designated by signs with the times marked on them.

**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 will be designated by signs and road markings.

**Dividing line** - A dividing line means a road marking formed by a line or two parallel lines, either broken or continuous, designed to indicate the parts of the road to be used by vehicles travelling in opposite directions.

**Driver** - A driver is a person who is driving, riding or in control of a vehicle.

**Emergency vehicle** - In the Northern Territory, an emergency vehicle is a vehicle that is the property of Police, Fire and Emergency Services, an ambulance, or an Australian Protective Services vehicle.

**Goods vehicle** - A goods vehicle is one designed primarily for the carriage of goods.

**GVM – Gross Vehicle Mass** - GVM is the maximum loaded mass (or weight) permissible for the vehicle as specified by the vehicle manufacturer on the identification plate or, if not specified, as determined by the Registrar of Motor Vehicles and identified on the registration certificate or label.

**Heavy vehicle** - A heavy vehicle is a vehicle with a GVM greater than 4.5 tonnes.

**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.

**Level crossing** - A level crossing is where a road and a railway 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.
**Glossary**

**Long vehicle** - A long vehicle is a vehicle that is 7.5 metres long or longer, including a trailer or caravan and any item or part of the load that is overhanging the rear or front of the vehicle.

**Marked lanes** - A marked 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 a dividing line not a lane line.

**Median strip and dividing strip** - The median strip and the dividing strip are areas or structures that divide the road lengthways, designed to separate vehicles travelling in the opposite direction 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.

**Merge** - A merge is when a road narrows and vehicles in 2 or more lanes or lines of traffic must merge together to form one lane or line of traffic.

**Motor vehicle** - A motor vehicle means a vehicle designed to be self-propelled, and includes a trailer when attached to a motor vehicle. It does not include a motorised wheelchair which is not capable of travelling at a speed greater than 10 km/h or a powered cycle. A motor vehicle must be registered, and the driver licensed, if it is driven on public roads or public places.

**Multi-lane road** - A multi-lane road is a one-way road or a two-way road with 2 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, including when you move into another lane of traffic and overtake or pass another vehicle in an adjacent lane or line of traffic.

**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** - Pedestrian means a person on foot, on or in a wheeled toy, wheeled recreational device, a pram, or a wheelchair not capable of travelling at a speed greater than 10 km/h.

**Pedestrian crossing** - Pedestrian crossing is the generic term used to describe a marked foot crossing – a place marked on a road where adults and children may cross safely. There are several different styles of crossing.

**Powered cycle** - Powered cycle means a bicycle or similar device equipped with pedals and engine, motor or other device capable of producing a power output not exceeding 200 watts.

**Rider** - A rider is the person who is riding a motor cycle, 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.
Glossary

Road-related area - A road-related area includes:
• an area that divides a road;
• a footpath or nature strip adjacent to a road;
• an area that is not a road and that is open to the public and designated for use by cyclists or animals;
• an area that is not a road and that is open to or used by the public for driving, riding or parking vehicles.

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 cycle or bicycle, passenger or pedestrian.

Roundabout - A roundabout is an intersection with one or more marked lanes for use by vehicles travelling in the same direction around a central traffic island.

School zone - A school zone is a length of road, or network of roads, in the vicinity of a school. The zone will be indicated by a ‘school zone’ sign and an ‘end school zone’ sign (if a road in a school zone ends at a dead end there does not need to be an end school zone sign). The school zone sign will show the speed limit, days and times the zone applies (usually 40 km/h on school days).

Shared path - A shared path is a path open to the public which is for the use of both pedestrians and cyclists.

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.

Speed limit - The speed limit applying to a length of road is the number of kilometres per hour indicated on a speed limit sign.

Terminating road - A terminating road at a T-intersection means the road that ends at the intersection or the road that is designated as the terminating road by signs and road markings whether it ends at the T-intersection or not.

T-intersection - A T-intersection 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 lane must turn left sign or a right 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 but does not include a turn made at a roundabout.

Vehicle - A vehicle means a conveyance or other device designed to be propelled or drawn by any means and includes a bicycle or an animal being driven or ridden, but does not include a train or a wheelchair which is not capable of travelling at a speed greater than 10 km/h.

Wheeled recreational device - A wheeled recreation device is a wheeled device, built to transport a person, propelled by human power or gravity, and usually used for recreation or play. It includes roller blades, skateboards, and scooters. It does not include motorised devices.

Wheeled toy - A wheeled toy is a child’s pedal car, scooter or tricycle or similar toy when it is being used by a child who is under 12 years old.
**Driver’s Licence and Vehicle Registration**

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<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>Postcode</th>
<th>Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parap (Head Office)</td>
<td>Goyder Rd</td>
<td></td>
<td>1300 654 628</td>
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<tr>
<td>Casuarina</td>
<td>Ethos House, Tower Rd</td>
<td></td>
<td>1300 654 628</td>
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<tr>
<td>Palmerston</td>
<td>Palm Place, University Ave</td>
<td></td>
<td>1300 654 628</td>
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<tr>
<td>Jabiru</td>
<td>Jabiru Town Plaza</td>
<td></td>
<td>1300 654 628</td>
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<tr>
<td>Nhulunbuy</td>
<td>Industrial Estate</td>
<td></td>
<td>1300 654 628</td>
</tr>
<tr>
<td>Katherine</td>
<td>Government Centre, First Street</td>
<td></td>
<td>1300 654 628</td>
</tr>
<tr>
<td>Tennant Creek</td>
<td>Government Centre, Peko Road</td>
<td></td>
<td>1300 654 628</td>
</tr>
<tr>
<td>Alice Springs (Main Office)</td>
<td>North Stuart Highway</td>
<td></td>
<td>1300 654 628</td>
</tr>
<tr>
<td>Alice Springs</td>
<td>Greatunes Building, Crn Parsons St and Bath St</td>
<td></td>
<td>1300 654 628</td>
</tr>
<tr>
<td>Yulara</td>
<td>Yulara Police Station</td>
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<td>1300 654 628</td>
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<tr>
<td>Jabiru Town Plaza</td>
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<tr>
<td>Nhulunbuy Industrial Estate</td>
<td></td>
<td></td>
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**MVR Call Centre**

General enquiries and payment by phone - call 1300 654 628 - 24 hours a day, 7 days a week.

*Note: To speak to an operator call between Mon - Thurs 8am - 4pm and Fri 8am - 5pm.*

**MVR office opening hours** - see www.mvr.nt.gov.au or phone 1300 654 628

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**MVR Internet site**

www.mvr.nt.gov.au

**MVR Email Address**

mvr@nt.gov.au

**MVR Postal Address**

GPO Box 530 Darwin NT 0801

**Register of Encumbered Vehicles (REVES)**

Phone: 13 32 20
www.rev.nsw.gov.au

**Driver Training and Licensing (DTAL) Program**

Phone: 1300 654 628
www.nt.gov.au/dtal email: dtal@nt.gov.au

**Road Safety**

Phone: 08 9247 7019
www.roadssafety.nt.gov.au
www.saferroaduse.nt.gov.au

**Territory Insurance Office (TIO)**

Phone: 1300 501 833
www.tiofi.com.au