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LEARNER & RESTRICTED DRIVERS

Driving Tips Booklet

30 one-page guides to the skills, rules and test checks every New Zealand learner driver needs.

News · Informational · Driving · Traffic lights · Low speed manoeuvres

learn2live.co.nz

Free for learners and instructors · Not for resale

How to use this booklet

Each page covers one skill or rule. Read a page before you drive, then practise it with your supervisor. Tick off the sheets you're confident with, and come back to the ones you find hard.

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CAR LICENCE CHANGES

New licence rules are coming

From 25 January 2027

	Now	From 25 Jan 2027
Learner period Under 25	6 months	**12 months** or 6 with an approved course or logged practice hours
Restricted period Under 25	18 months (12 with a course)	**12 months** no course to shorten it
Restricted period 25 and over	6 months (3 with a course)	**6 months** no course to shorten it
Full licence test	Second practical test	**No test** hazard perception moves into the restricted test
Demerits on restricted	Counted towards suspension	**+6 months** added to your restricted period each time
Total licence cost	$362.50	**$282.50** $80 cheaper

Already on your L or R?
You move to the new rules on 25 January 2027. Until then, the current rules apply.

Demerits count now
Demerits on a restricted licence from 7 May 2026 can add 6 months when the change starts.

Learners 25 and over
Learner period stays at 6 months.

Coming later
Zero alcohol for all learner and restricted drivers, any age (date to be confirmed).

Share with a learner or parent

Source: NZTA and Beehive announcement, Feb 2026

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RESTRICTED TEST

Is your car test ready?

The testing officer checks your car before you drive.

If your car fails the check, you can fail before the test even starts. You're responsible for the car, even if it's borrowed. Go over this list the day before.

Road legal
Current **WoF** and **rego** label, **RUC** label if diesel, and **L plates** displayed correctly.

Fuel
Enough for **about 45 minutes** of driving.

Tyres
At least **1.5 mm tread**, car sitting square on the road, and **no space-saver** spare.

Lights
Indicators, brake lights and **high stop light** must work. Headlights too if visibility is poor.

Horn
Must work, so you can warn others in an emergency.

Mirrors
Rear-view and wing mirrors **clean** and **adjusted** for you.

Windscreen & windows
Clean enough to see clearly. **Wipers** must work if it's raining.

Seat belts
Every seat belt must work as designed.

Bodywork
In safe condition. **Minor scratches and dents are OK.**

Interior
Clear of clutter, with a **clean front seat** for the testing officer.

Be ready to show the testing officer

- **Indicators and brake lights** working while they stand behind the car
- Where the **parking brake** is
- The **front and rear demisters**, and switch them on if needed

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RESTRICTED LICENCE TEST

Top 5 reasons learners fail their driving test

And how to make sure it isn't you.

1

Not giving way

Fix: know the give way rules for intersections, roundabouts and driveways. If you're unsure whether you have right of way, wait.

2

Speeding by 10 km/h or more

Fix: check your speedo often, especially where the limit changes and on downhill stretches.

3

Not stopping at a Stop sign

Fix: come to a full stop at the line, wheels not moving, then stop again further forward if you need to see traffic. Rolling through counts as a fail.

4

Not checking mirrors and blind spots

Fix: mirrors, indicate, head check every time you pull out, change lanes or merge. Make the head turn obvious.

5

Creeping 5–9 km/h over the limit

Fix: staying over the limit for 5 seconds or more is a fail too. Hold a steady speed at or just under it.

Share with someone sitting their test soon

Source: VTNZ common test failures, via drive.govt.nz

Free test tips at **learn2live.co.nz**

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RESTRICTED LICENCE TEST

Speed and your driving test

Awareness, selection and the errors that can fail you

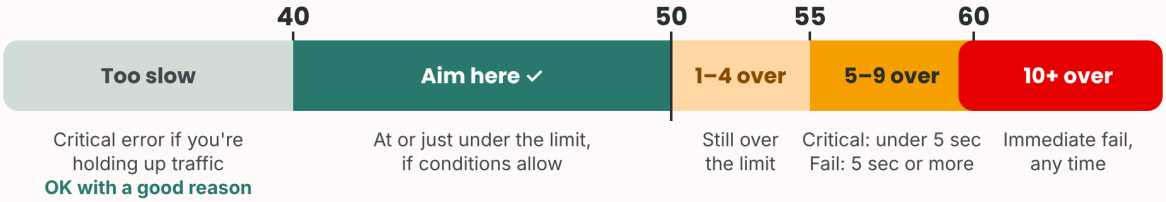
1 Speed awareness

- **Glance at your speedo often,** along with your mirrors.
- **Watch for every speed sign,** and remember the last limit you passed.
- **Expect speed to creep up** downhill, on open roads and when leaving a lower limit.

2 Speed selection

- **The limit is a maximum,** not a target. Choose a speed for the conditions.
- **Slow down for** rain, night, curves, schools, busy streets and roadworks.
- **20 km/h max** passing a stopped school bus, in either direction.

3 In a 50 km/h zone, where should you be? (test marking)



Too slow	Aim here ✓	1–4 over	5–9 over	10+ over
Critical error if you're holding up traffic **OK with a good reason**	At or just under the limit, if conditions allow	Still over the limit	Critical: under 5 sec Fail: 5 sec or more	Immediate fail, any time

IMMEDIATE FAIL

- **10 km/h or more** over the limit, at any time
- **5–9 km/h over** for 5 seconds or more

CRITICAL ERROR: TOO FAST

- **5–9 km/h over** for less than 5 seconds

CRITICAL ERRORS: TOO SLOW

- **10+ km/h under** the limit and holding up traffic Slower is OK with a good reason, like weather, traffic or road conditions.
- **Stopping when you don't need to,** like at an empty pedestrian crossing
- **Taking over 5 seconds** to move off at a green light or after giving way
- **Not moving into the intersection** to wait when turning right at a green light

Test tips: when the limit **drops**, be at the new speed by the time you reach the sign. When it **goes up**, don't speed up until you've passed the sign.

Share with someone sitting their test soon

Source: NZTA drive.govt.nz test errors

Free test tips at **learn2live.co.nz**

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ROAD CODE REFRESHER

NZ road signs: read the shape and colour

You can tell what kind of sign it is before you can read it.

Regulatory

These are the law: you must obey



› Red ring = a limit or a ban
› Blue circle = you must do this
› STOP and GIVE WAY have unique shapes

Warning

Hazard ahead: slow down, take care



› Black on yellow, usually a diamond
› A yellow speed plate is advice for the safe speed through the hazard

Temporary

Roadworks or incidents: conditions have changed



› Black on orange, like warning signs but temporary
› A temporary speed limit is the law, so obey it

Information

Where to go and what's nearby



› Green = directions
› Blue = services and local info
› Brown = tourist and scenic spots

Share with someone learning to drive
Based on the NZ Road Code

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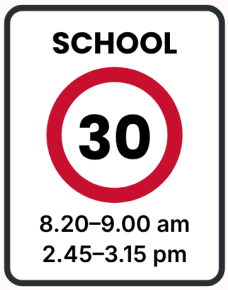
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SCHOOL ZONES

Slow down for school speed zones

Lower limits apply at drop-off and pick-up times.

Know the signs



Static sign
30 km/h during the times shown



Electronic sign
Lit up and flashing = 30 km/h max



School warning
Children may be on or near the road



End of the zone
Back to the normal limit

Sign examples only. Times vary from school to school, so read each sign.

How it works

30 **Local streets**
outside schools at school travel times

≤60 **Rural roads**
outside schools at school travel times

- **Electronic sign lit up or flashing?** The speed shown is your maximum until the end of the zone.
- **Sign blank?** The normal speed limit applies.
- **Static sign?** The lower limit applies during the times on the sign.
- **Expect the unexpected:** children can step out between parked cars.
- **School patrol signs out?** You must stop at the crossing.
- **20 km/h max** passing a stopped school bus, in either direction.

Tip: be at 30 km/h by the time you reach the sign, not after it. Many schools now have these zones, so expect them on your test route.

Share with a learner or parent

Sources: NZTA, Setting of Speed Limits Rule 2024

Free driving tips at **learn2live.co.nz**

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PHONES AND DRIVING

Put the phone away



$150
fine

20
demerit points

For using a hand-held phone while driving. 100 demerit points in 2 years means your licence is suspended.

Not allowed

- **Holding your phone** to call, text, browse, or take photos or video, even for a second
- **Texting, emailing or video messages,** even with the phone mounted
- **Using it at the lights** or in a traffic queue. You're still driving.

Allowed

- **Hands-free calls** through Bluetooth or a car kit
- **GPS or music on a mounted phone,** touching it only briefly and rarely
- **Calling 111** in a real emergency, if it's not safe to stop

Look at your phone for 2 seconds at 50 km/h and you drive 28 metres blind



That's about 7 car lengths, and anything could step out in that time.

On your restricted?
Demerits on a restricted licence since 7 May 2026 can add 6 months to your restricted time.

Set it before you go
Turn on Do Not Disturb, and set your GPS and music before you start driving.

Share with someone learning to drive

Sources: NZTA, NZ Police

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STAY SAFE

Fatigue, impairment and driving

Fatigue



A 4-second micro-sleep at 100 km/h. That's longer than a rugby field.

Warning signs: stop now if you're

- **Yawning** or rubbing your eyes
- **Struggling to focus** or keep your eyes open
- **Drifting** out of your lane
- **Missing signs** or exits

What to do

- **Stop every 2 hours** and get out and walk around
- **Power nap** 15–20 minutes, somewhere safe
- **Share the driving** on long trips
- **The only cure** is a proper 7–8 hours of sleep

Did you know? Most fatigue crashes happen on trips under 2 hours, and within 20 minutes of home.

Impairment

Alcohol

ZERO

if you're under 20

- **20 and over:** 250 mcg breath limit
- **Coming:** zero for all learner and restricted drivers

Drugs

12-hour

driving ban on the spot

- **Roadside tests** for cannabis, meth, MDMA and cocaine
- Positive lab test = **infringement**

Medication

CHECK

the label first

- **Some medicines** cause drowsiness or slow reactions
- **Ask your pharmacist** if you're unsure

If in doubt, don't drive.

Swap drivers, have a rest, or get a lift. Tired plus alcohol is even worse.

Share with someone learning to drive

Sources: NZTA, NZ Police, Healthify

Free driving tips at **learn2live.co.nz**

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SENIOR DRIVERS

Keep driving safely for longer

Licence renewal after 75, and tips to stay confident on the road.

When to renew

75	80	2 yrs
First senior renewal	Renew again	Then every 2 years

- **Renewal pack** arrives about 8 weeks before expiry. You can renew up to 6 months early.
- **See your doctor** for a medical certificate. They check your health and eyesight.
- **Apply in person** at a licensing agent with your certificate. The fee is $21.50.
- **On-road safety test** only if your doctor refers you. It's about 30 minutes.

Check your eyes

Have your eyes tested regularly, and keep your glasses clean and handy.

Check your medicines

Ask your pharmacist if any medicine could make you drowsy or slow your reactions.

Plan your trips

Avoid night, peak traffic and bad weather if they make you uneasy.

Take your time

At intersections and roundabouts, wait for a gap you're comfortable with.

Turn your head

Mirrors don't show everything. Check your blind spots every time.

Brush up

Road rules change. Try the free "Staying Safe" course or a refresher lesson.

Be honest with yourself. Getting lost on familiar routes, near misses or worried family members can be signs it's time for a check-up or a refresher.

Share with a senior driver you know

Source: NZTA, renewing your licence as a senior

Free driving tips at **learn2live.co.nz**

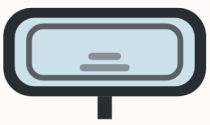
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BEFORE YOU DRIVE

Set up your seat and mirrors



1. **Seat distance**
   Push the left pedal to the floor with a small bend in your knee.
2. **Seat back**
   Sit upright with your back and shoulders against the seat.
3. **Head restraint**
   Top of the restraint level with the top of your head.
4. **Steering wheel**
   Arms out straight, wrists resting on top of the wheel. Not too close to the airbag.
5. **Seatbelt**
   Across your shoulder and the centre of your chest, lap belt low over your hips.



6. **Rear-view mirror**
   Frame the whole back window so you see as much of the road behind as possible.



7. **Side mirrors**
   Point them back along the road, with just a sliver of your car showing on the inside edge.

EVERY TIME, BEFORE YOU START THE ENGINE

Doors → Seat → Steering → Seatbelt → Mirrors

Why it matters: sitting too close to the steering wheel makes you more likely to be injured by the airbag in a crash. Set up again every time someone else has driven the car.

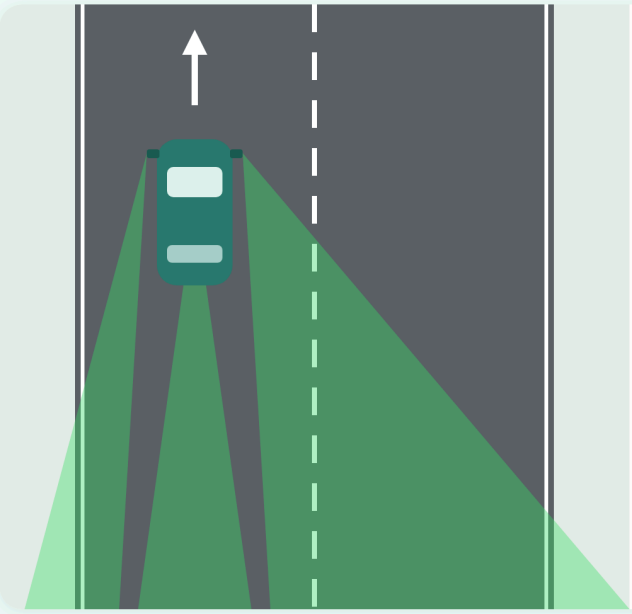
Share with someone learning to drive
Based on NZTA drive.govt.nz guidance

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DRIVING SKILLS

When to check your mirrors



Every 8–12 s

Check your mirrors regularly, even on a straight road.

Green areas show what your mirrors let you see behind you.

Always check your mirrors before you...

- Indicate
- Slow down or brake
- Turn
- Change lanes or merge
- Reverse
- Pull out from the kerb

Mirrors → Indicate → Blind spot check → Move

Share with someone learning to drive

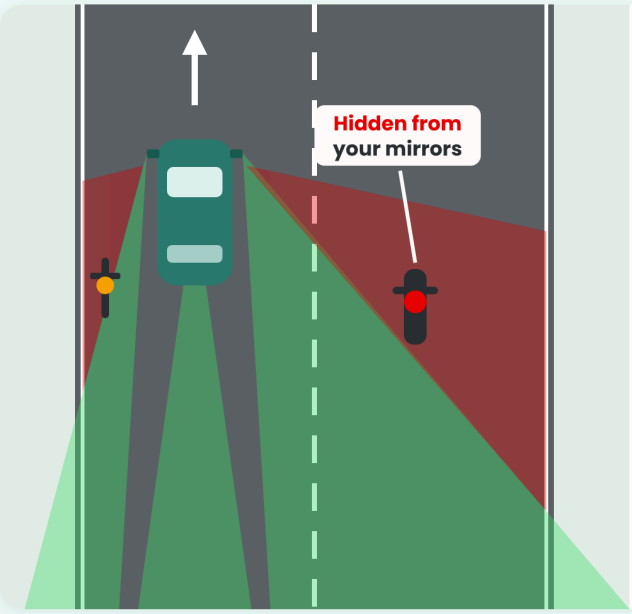
Based on NZTA drive.govt.nz guidance

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DRIVING SKILLS

Check your blind spots



Look over your shoulder

A blind spot is an area your mirrors can't show you. A quick look is the only way to see it.

- **Green:** what your mirrors show
- **Red:** blind spots. Motorbikes and cyclists can hide here.

Do a blind spot check before you...

Pull out from the kerb	**Change lanes**	**Merge**
Turn left watch for cyclists	**Turn right**	**Reverse**

Mirrors → Indicate → Blind spot check → Move

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Based on NZTA drive.govt.nz guidance

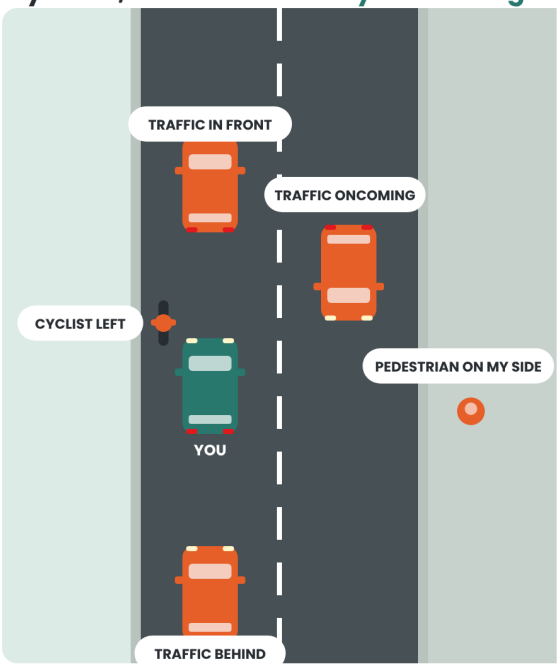
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HAZARD COMMENTARY

Easy hazard commentary

Name the hazard, say where it is, and say what you're doing about it.

Say what, where and what you're doing



The question

"Can you tell me about any hazards you see?"

The testing officer asks this at set points during your practical test.

What is a hazard?

Anything **moving** or **likely to move**.

HACK: It must have a heartbeat.

No hazards? If there aren't any, just say **"no hazards"**.

Test change: hazard commentary is part of the **full** licence test until 25 January 2027. From 25 January 2027 it is part of the **restricted** licence test.

1 WHAT the hazard is

Car · Bus · Truck · Motorcycle · Cyclist · Pedestrian

HACK: "Traffic" or "vehicles" covers lots of situations, so you don't need to name exactly what it is.

2 WHERE the hazard is

Front · Back · Left · Right · Oncoming

HACK: Left and right confusing? Say "my side" and "your side", or "driver's side" and "passenger side".

3 What you're DOING about it

Monitoring · Keeping left · Slowing · Preparing to stop · Giving space · Giving way

HACK: Saying "watching them" is enough for the testing officer.

SUPER HACK

List all the hazards and where they are, then finish with **"watching them all"**.

"Traffic in front, traffic behind, traffic oncoming, cyclist on my left, pedestrian on my right, and I'm watching them all."

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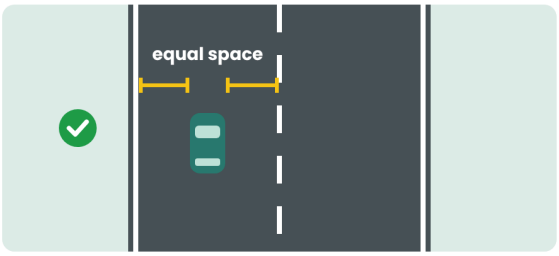
ROAD POSITION

Get your lane position right

Where you sit on the road tells everyone what you're doing.

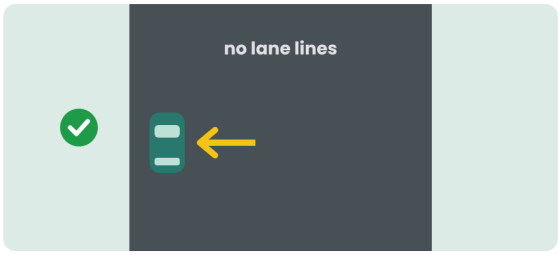
Marked lanes: centre of your lane

In a marked lane, drive in the centre of it.

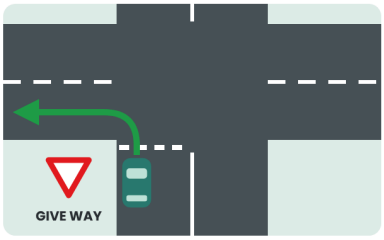


Unmarked roads: keep left

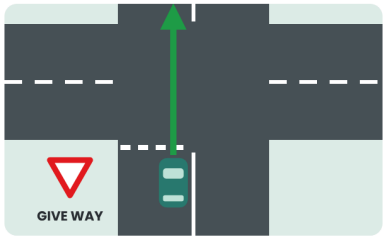
On a road with no lane lines, keep as near as practicable to the left.



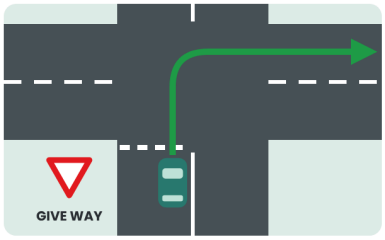
At a give way: position for where you're going



Turning left
Keep to the left



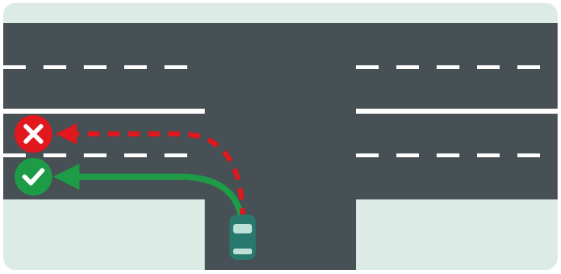
Going straight
Close to the centre line



Turning right
Close to the centre line

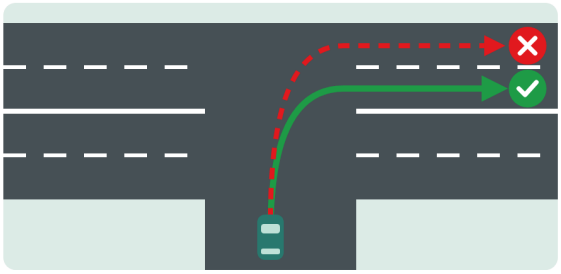
Turning left into multiple lanes

Turn into the closest lane: the one on your left.



Turning right into multiple lanes

Turn into the closest lane: the one next to the centre line.



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SAFE SPACE

Keep a safe following distance

2 seconds
minimum gap in good, dry conditions

4 seconds
in rain, on gravel, at night or in fog

How to check your gap



1. Pick a **fixed point**, like a power pole or sign.
2. When the car ahead passes it, **start counting.**
3. Reach the point **before you finish?** Drop back.

How far is that? (1 car length ≈ 4 m)

Speed	2-second gap	4-second gap
50 km/h	7 car lengths (28 m)	14 car lengths (56 m)
100 km/h	14 car lengths (56 m)	28 car lengths (111 m)

In your test
Following too closely is a critical error. Keep at least 2 seconds, and more is better.

Being tailgated?
Leave a bigger gap ahead, so you can brake gently and not get hit from behind.

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Based on the NZ Road Code and drive.govt.nz

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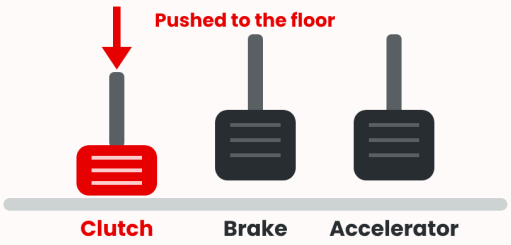
CAR CONTROL

Don't coast

Stay in gear and stay in control.

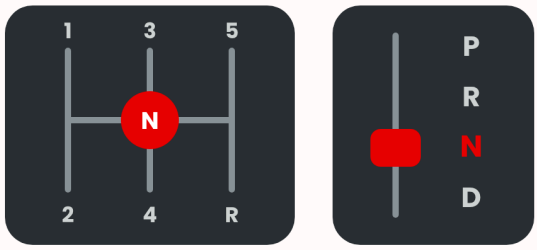
What is coasting? Rolling along with the **clutch pushed in**, or with the car in **neutral**. Your wheels aren't connected to the engine, so you have less control.

× Clutch held down



The engine is disconnected from the wheels while you roll along.

× Gear in neutral



Manual or automatic, in neutral there's no engine braking and you can't accelerate away.

Why it's risky

- **No engine braking,** so you speed up downhill
- **Brakes can overheat** on long hills
- **Less control** when steering around corners
- **Harder to pick the right gear** when you need it

Do this instead

- **Stay in gear** and only push the clutch in just before you stop
- **Choose a lower gear** before going down a steep hill
- **Slow down and pick your gear** before a corner, not in it
- **Automatic?** Keep it in Drive. Never shift to Neutral while moving.

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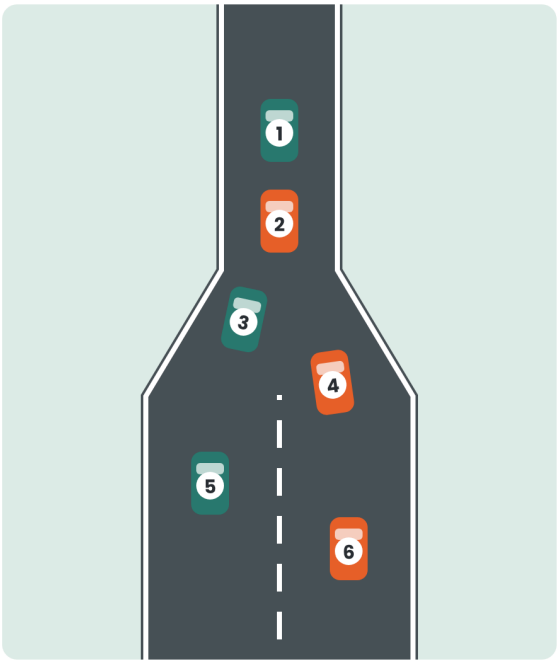
MERGING

Merge like a zip

Take turns, match the speed and pick your gap early.

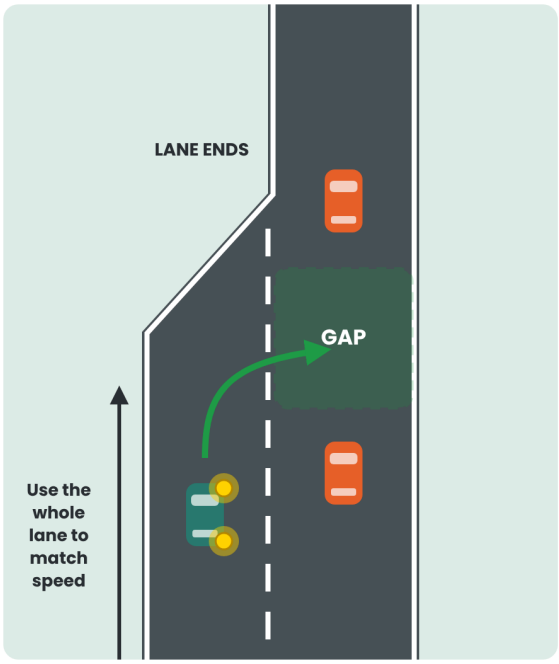
Two lanes become one: take turns

One car from the left, then one from the right, like the teeth of a zip.



Your lane ends: find a gap

Indicate right, use the whole lane to build up speed, then move into a safe gap.



1 Look well ahead
Watch for merge signs and traffic slowing in front of you.

2 Mirror, signal, shoulder
Check your mirrors, indicate, then check your blind spot.

3 Match the speed
Build up to the speed of the traffic you're joining. Don't stop unless you have to.

4 Decide early
Go in front or tuck in behind. Don't sit alongside another car.

5 Signal
Indicate right when your lane ends. Where two lanes become one, it's recommended.

6 Indicator off
Cancel your indicator once you've merged so you don't confuse others.

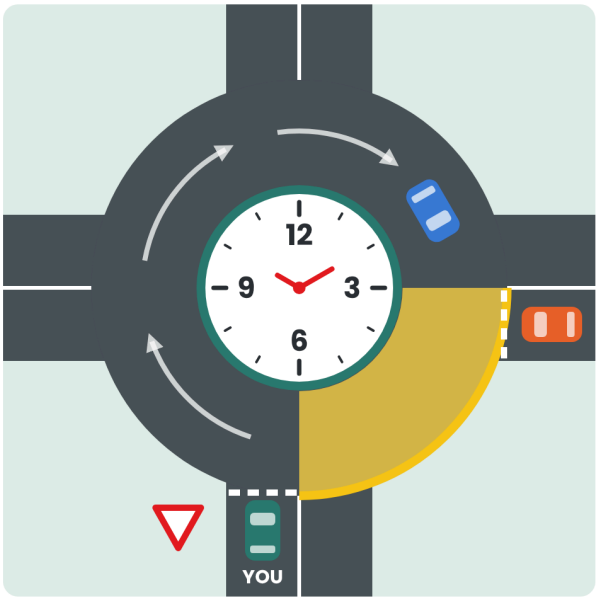
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GIVING WAY

Roundabouts

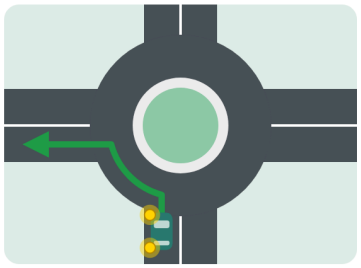
Give way to vehicles already on the roundabout and to traffic coming from your right.



Entering at 6 o'clock? Give way to 3 to 6 o'clock

1. **Look right.** Give way to **vehicles already on the roundabout** and any coming from **3 o'clock round to 6 o'clock**, including cars about to enter at 3 o'clock.
2. **Slow down** and stop at the give way line if you need to. **Don't stop unnecessarily** if the way is clear.
3. **Go when there's a safe gap.** Traffic flows clockwise, so keep left of the centre island.
4. **Look for blockers.** If a vehicle at 2 o'clock is blocking the car at 3 o'clock, that car can't move, so you may be able to go.

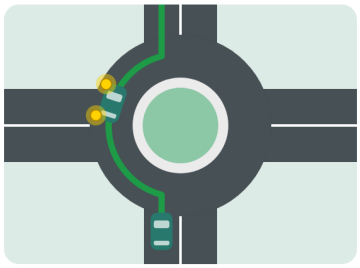
- Your car
- Vehicle you give way to
- Blocking vehicle (2 o'clock)
- Give way zone (3 to 6 o'clock)



Turning left

INDICATE LEFT

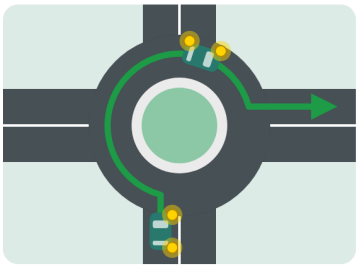
Indicate left as you approach.



Going straight

NO SIGNAL, THEN LEFT

Indicate left after you pass the exit before yours.



Turning right

RIGHT, THEN LEFT

Indicate right as you approach, then left after you pass the exit before yours.

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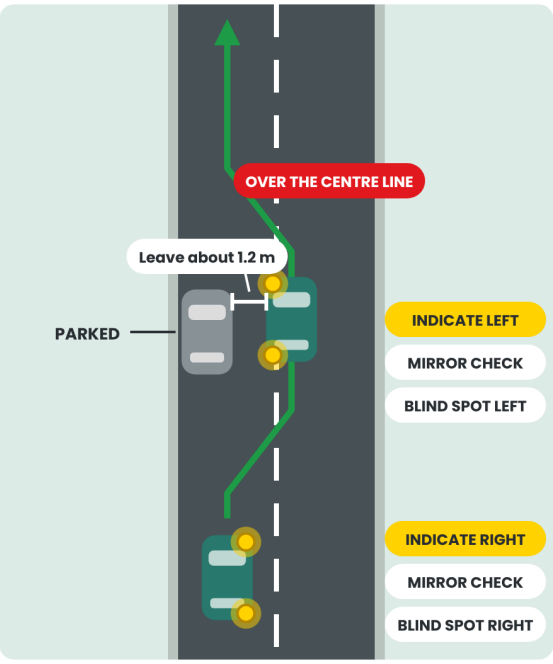
INDICATING

Moving over? Indicate

Let others know before you move out around a parked car.

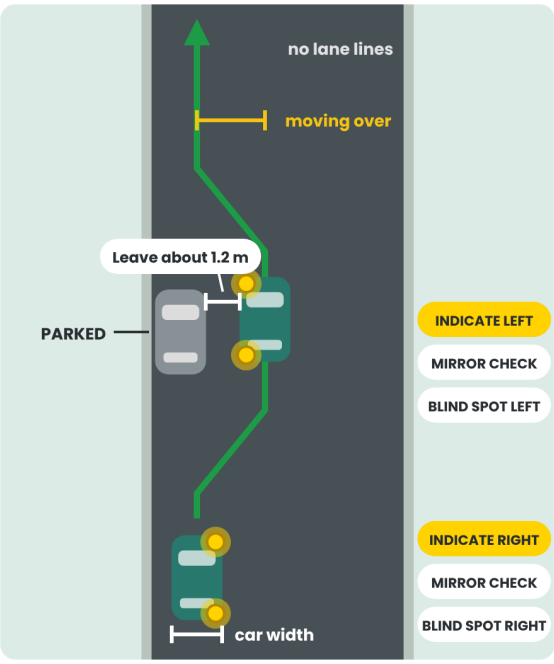
Crossing the centre line: indicate right

Indicate right before you cross the centre line, and left as you move back.



Unmarked road: more than a car width

Indicate whenever you have to move further than the width of your car.



1 Look well ahead

Spot parked cars early so you can plan your move.

2 Mirror, signal, shoulder

Check your mirrors and indicate right. Then do a blind spot check over your shoulder in the direction you intend moving, before you move sideways.

3 Give 3 seconds

Indicate for at least 3 seconds before you move out.

4 Give way to oncoming

Only cross the centre line when the way ahead is clear.

5 Leave space

Leave about 1.2 m from parked cars in case a door opens or someone steps out.

6 Moving back

Check your mirror and blind spot left, and indicate left if you're moving back further than a car width.

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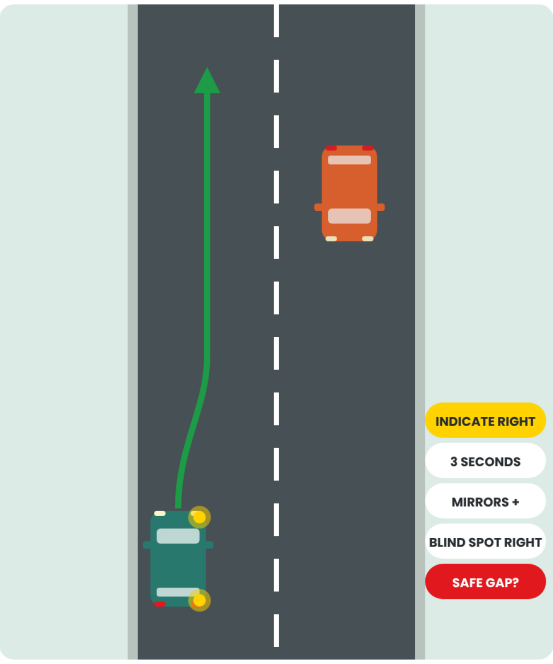
PULLING OUT & PULLING IN

Joining and leaving traffic

Signal early, check your blind spot and give way to traffic already on the road.

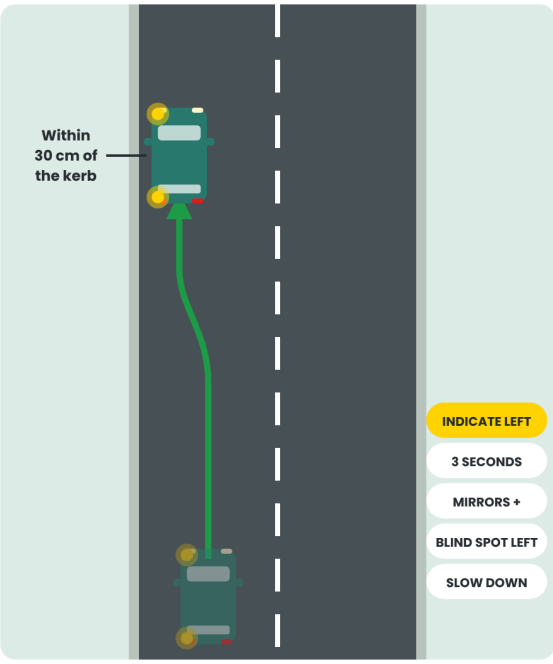
Pulling out: into traffic

Signal right, check over your right shoulder, then wait for a safe gap.



Pulling in: out of traffic

Find a safe, legal spot, signal left, check for cyclists, then ease in.



1 Pulling out: check and signal
Check your mirrors, then indicate right for at least 3 seconds before moving.

2 Pulling out: head check
Check your mirrors again and look over your right shoulder for vehicles, cyclists and pedestrians.

3 Pulling out: go smoothly
When there's a safe gap, move off gently, steer away from the kerb and build up to traffic speed.

4 Pulling in: find a spot
Look ahead for a safe, legal place to stop. Check signs and road markings.

5 Pulling in: signal and check
Indicate left for at least 3 seconds. Check your mirrors and left blind spot for cyclists.

6 Pulling in: stop and secure
Stop parallel to the kerb within 30 cm. Neutral or park, handbrake on, engine off.

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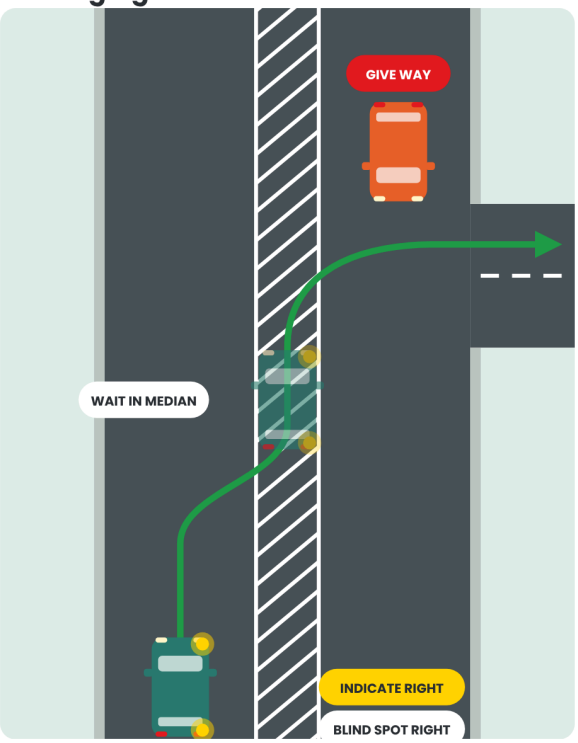
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FLUSH MEDIANS

Using a flush median

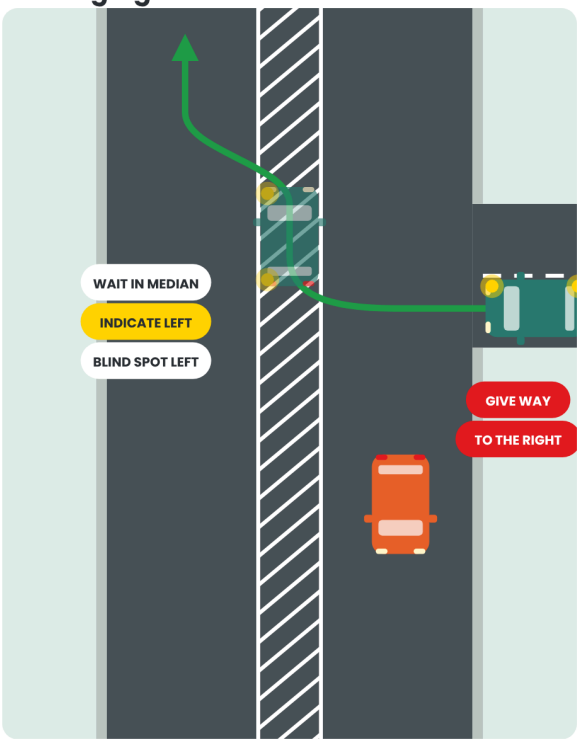
A safe place to wait while you turn right into, or out of, a side street.

Turning right into a side street



1. Scan your mirrors before slowing.
2. Indicate right and check your right blind spot before moving into the flush median and slowing.
3. Give way to oncoming traffic going straight or turning left.
4. Check your right blind spot and turn into the side road.

Turning right out of a side street



1. Indicate right and give way to all traffic coming from your right.
2. When there's a safe gap, move into the flush median and stop.
3. Check your rear-view and left mirrors, and indicate left.
4. Check your left blind spot, give way to traffic on the main road, and move into the lane when it's safe.

Look before you use it: watch for **other vehicles** already in the median, **pedestrians** crossing it, and **traffic islands** ahead.

Flush medians are for turning and merging, not a passing lane. Keep your whole car inside the painted area while you wait.

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TRAFFIC LIGHTS

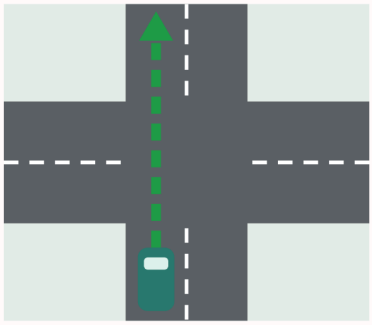
Green light, no arrow



A plain green light means go, if it's safe.

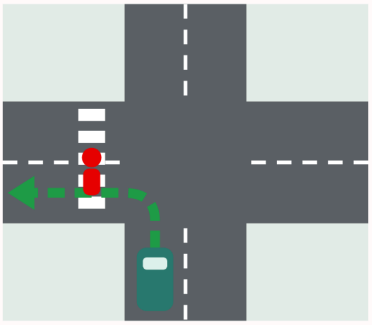
It doesn't mean the way is clear. Other traffic and pedestrians may be moving too, so you may still need to give way.

Going straight



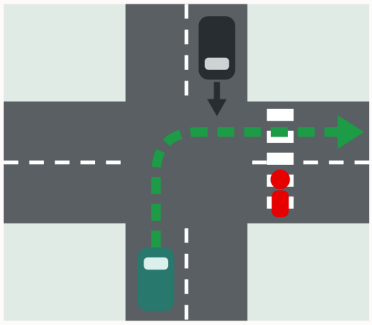
- **Check it's clear**, and watch for anyone running a red
- **Don't enter** unless you can get right through

Turning left



- **Give way to pedestrians** crossing the road you're turning into
- **Check for cyclists** on your left

Turning right



- **Move in and wait** near the centre if your exit is clear
- **Give way** to oncoming traffic and pedestrians



Green circle
Go if safe, and give way where you need to.



Green arrow
Oncoming traffic is stopped, so you can turn.

In your test: taking more than 5 seconds to move off at a green light (when it's safe to go) is a critical error.

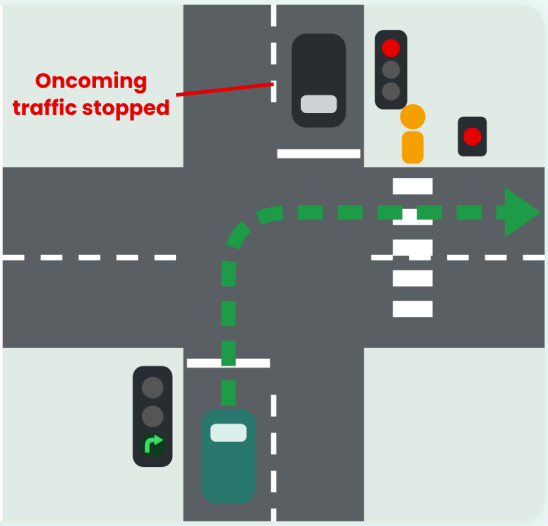
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TRAFFIC LIGHTS

Green arrow: your turn



A green arrow means you can go in the direction of the arrow.

- **Traffic coming the other way** should be stopped by a red light
- **Pedestrians** crossing the road you're turning into should have a red signal

Know your arrows

Green arrow
Go in that direction

Yellow arrow
Stop, unless you can't stop safely

Red arrow
Don't turn, even if the circle is green

Arrow off, green circle
You can still turn, but you must give way

Even on a green arrow

- **Glance before you go.** Someone may still run their red light.
- **Watch for pedestrians** finishing their crossing.
- **Move off promptly.** Hesitating over 5 seconds is a critical error in your test.
- **Turn into the correct lane** and keep left.

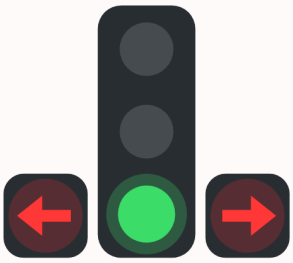
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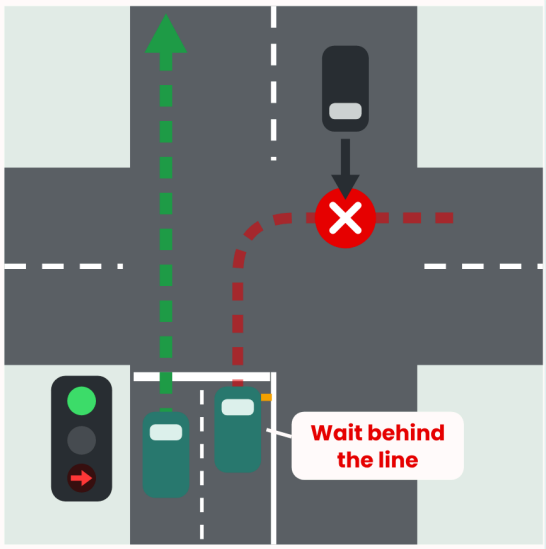
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TRAFFIC LIGHTS

Green light, red arrow



You can go straight ahead, but you must not turn in the direction of a red arrow, left or right.



Red arrow showing

Stop and wait behind the limit line. Don't creep into the intersection to wait for a gap.

Red arrow goes off

On a **green circle** you can now turn, giving way. On a **green arrow**, go.

Why a red arrow?

- **Oncoming traffic** has its own green and may be moving fast
- **Pedestrians** may be crossing the road you want to turn into

In your test: turning on a red arrow is the same as running a red light, which is an **immediate fail.**

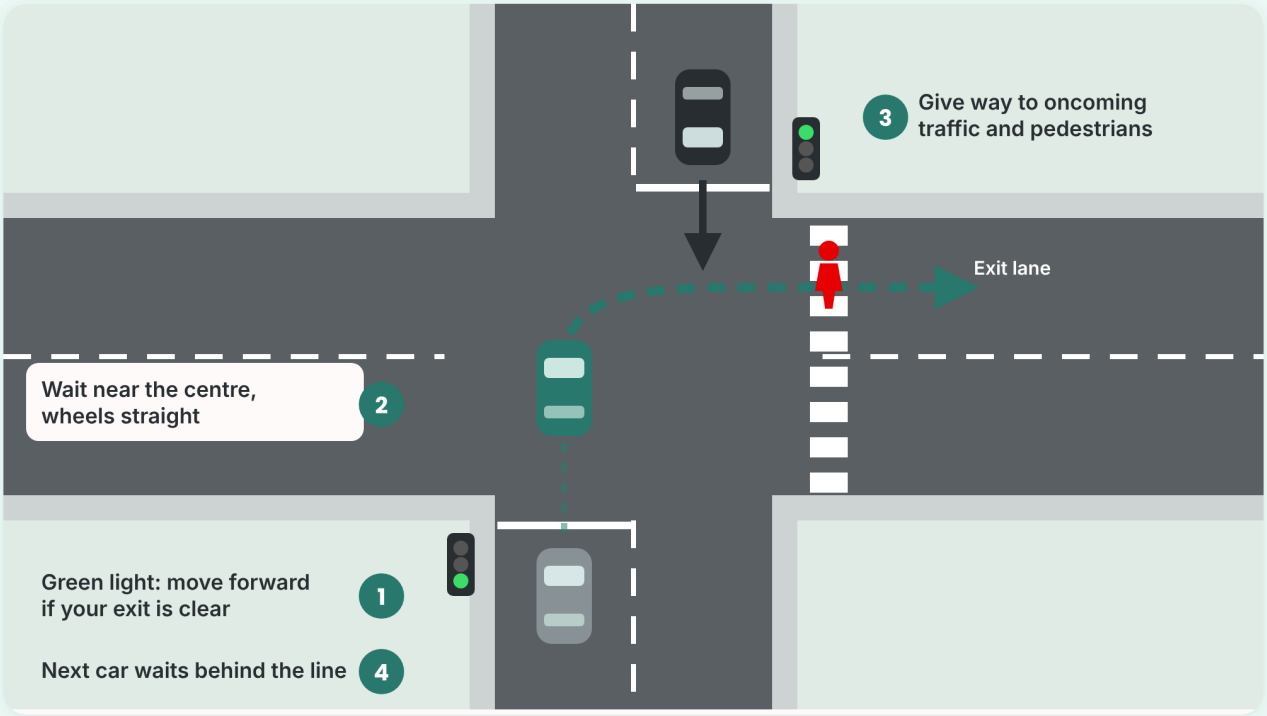
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INTERSECTIONS

Turning right at a green light



1. **Enter on green.** If there's no red arrow, move into the intersection, but only if the road you're turning into is clear.
2. **Wait near the centre, wheels straight.** If you're hit from behind, you won't be pushed into oncoming traffic.
3. **Give way** to oncoming vehicles going straight or turning left, and to pedestrians crossing.
4. **One car at a time.** Everyone else waits behind the limit line.
5. **Lights changed while you're waiting?** If they turn yellow or red, finish your turn as soon as it's safe. Don't reverse back.

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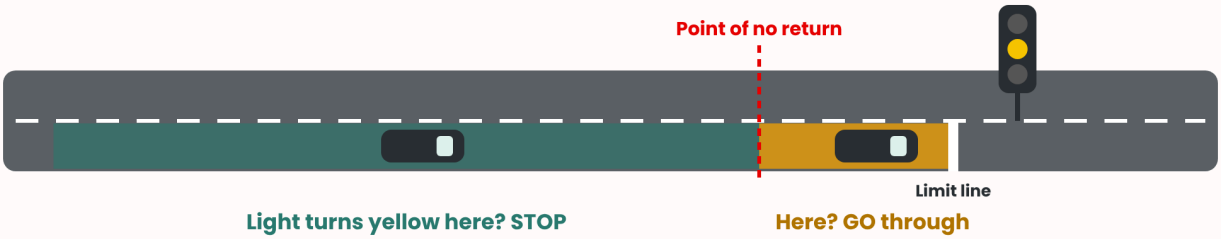
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TRAFFIC LIGHTS

Yellow light: stop or go?



Yellow means stop, unless you're so close that you can't stop safely.



Stop if...

- You can **stop smoothly** before the limit line
- You **won't need to brake harshly** or skid

Keep going if...

- You're **too close to stop safely** before the line
- Drive through **carefully. Don't speed up!**

Anticipate the yellow

- **Stale green?** If it's been green a while, expect it to change.
- **Pedestrian signal flashing red?** The lights will change soon.
- **Ease off and cover the brake** as you approach.
- **Check your mirror** so you know if someone's close behind.

In your test: not stopping at a yellow light when you could have stopped safely is an **immediate fail.**

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STEERING

Pull-push steering

Smooth, controlled steering with your hands at 9 and 3. Shown here for a left turn.

1 Start at 9 and 3



Both hands on the wheel, thumbs resting on the rim.

2 Slide up



Turning left? Slide your left hand up towards the top of the wheel.

3 Pull down



Grip and pull down with your left hand while your right hand slides down to meet it.

4 Push up



Grip and push up with your right hand while your left hand slides back up. Repeat as needed.

L Gripping hand (doing the steering) L Sliding hand (moving along the rim) Pull or push Slide

Hands never cross

Your arms stay clear of each other and of the airbag.

Always in control

One hand is always gripping the wheel while the other moves.

Smooth turns

Small, steady movements make it easier to steer accurately.

Do and don't

- ✓ Keep both hands on the wheel unless you're using another control.
- ✓ Feed the wheel back through your hands to straighten up.
- ✗ Don't let the wheel spin back on its own.
- ✗ Don't steer with one hand.
- ✗ Don't lean forward towards the wheel to see. Move the car into a position where you can see.
- ✓ Keep your hands at 9 and 3, which is safer with airbags.
- ✗ Don't cross your arms over the wheel.
- ✗ Don't palm the wheel (steering with the flat of your hand).
- ✗ Don't hook the wheel (hand or fingers inside the rim).

Turning right? Do the same thing the other way: slide your **right** hand up, pull down with the right, then push up with the left.

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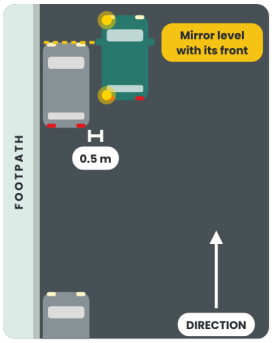
REVERSE PARALLEL PARK

Rob's easy parallel park

A simple method that works with most vehicles.

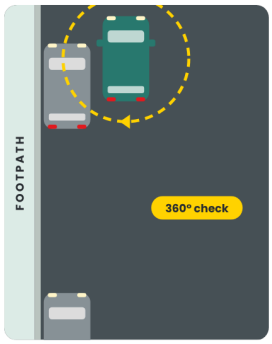
1 Line up

Mirrors, indicate left, blind spot left. Stop alongside, passenger mirror level with the front of the parked car, about 0.5 m away.



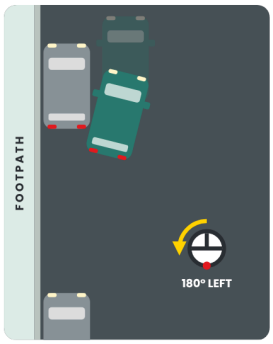
2 Look all around

Check 360° for hazards before you move, and keep looking the whole time you reverse.



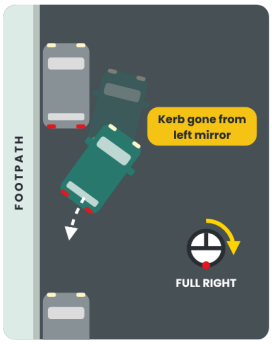
3 180° left, then reverse

Turn the wheel 180° to the left before you move, then reverse slowly.



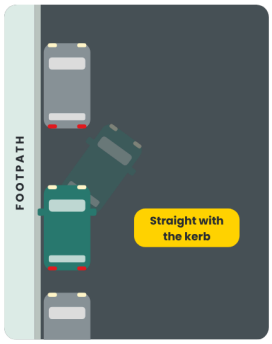
4 Full right

When the kerb disappears from your left mirror, turn the wheel full right.



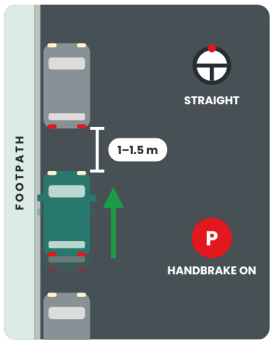
5 Straight with the kerb

Keep reversing until your car is straight with the kerb.



6 Forward and secure

Straighten the wheel and move forward to 1–1.5 m from the car in front. Neutral or park, handbrake on.



Test requirements

30 cm	1–1.5 m	4	2 min
max from the kerb	from the car in front	manoeuvres max	time limit

Fine-tune your mirror

Too close to the kerb? Mirror up next time.
Too far from the kerb? Mirror down next time.

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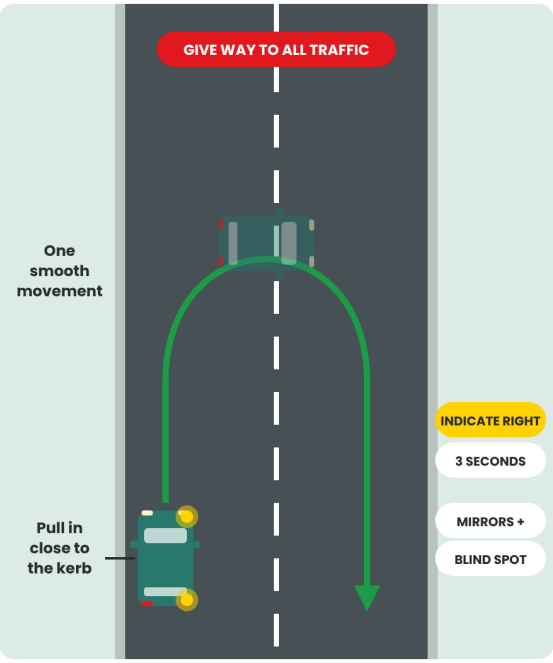
TURNING AROUND

Making a U-turn

Give way to all traffic, and only U-turn where it is legal and safe.

Turning around: one movement

Pull in, signal, check, then turn to face the other way.



Where not to U-turn

- Where a **No U-turn** sign is up
- On a **motorway**
- On a **one-way street**
- Across a **raised median** you can't cross
- On or near a **pedestrian crossing**

Pick a good spot

- A **quiet, flat** street
- **Wide enough** to turn in one movement
- A **good view** of traffic both ways

Traffic doing a U-turn gives way to **all other traffic**.

1 Pull in

Check your mirrors, signal left and pull in as close to the kerb as you can.

2 Check again

Check your mirrors again before you signal.

3 Signal right

Signal right for at least 3 seconds.

4 Final check

Do a final mirror check and look over your right shoulder.

5 Turn

Pull out and turn in one movement to face the opposite direction.

6 Check before you speed up

Do a mirror and shoulder check for anyone trying to pass before you accelerate.

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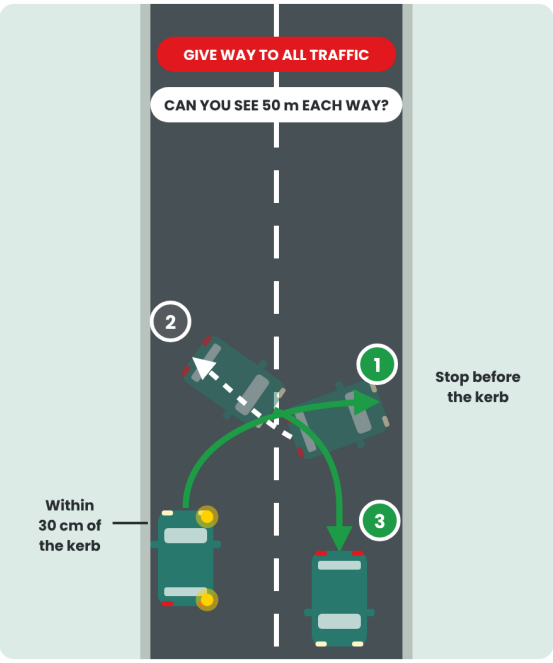
TURNING AROUND

The 3-point turn

Use it when the road is too narrow to U-turn in one movement.

Narrow road? 3-point turn

Forward, back, forward, without using driveways.



Three movements: no more

1. **Forward**
   Full right lock. Move slowly across the road and stop before the kerb.
2. **Reverse**
   Full left lock. Check all round, then reverse back and stop before the kerb.
3. **Forward**
   Full right lock, then straighten up on the correct side of the road.

30 cm max from kerb to start	**3** movements max
2 min time limit	**0** driveways or kerb touches

1 Pick a place

A flat street where you can see at least 50 m each way, too narrow for a U-turn.

2 Pull over

Signal left and stop parallel to the kerb, within 30 cm of it.

3 Signal right

Signal right for at least 3 seconds before you start.

4 Check

Check your mirrors and over your right shoulder just before you pull out.

5 Keep looking

Check all around before each movement, especially before you reverse.

6 Rejoin traffic

Check your mirrors and over your shoulder before pulling back into traffic.

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