



Government of **Western Australia**
Department of **Transport**

Ride Safe

Ride Safe



A handbook for Western Australian road users.



getting there together

Licensing Centres in WA

Metropolitan

City West	Cnr Troode Street & Plaistowe Mews, West Perth
Joondalup	65 Boas Avenue
Kelmscott	34 Gillam Drive
Mandurah	Cnr Pinjarra Road & Ranceby Avenue
Midland	Midland Gate Shopping Centre, Cale Street
Morley	63 Russell Street
Rockingham	37 McNicholl Street
Welshpool	21 Murray Road South
Willagee	Cnr Stock Rd & Leach Highway

Regional

Albany	178 Stirling Terrace
Broome	9 Napier Terrace
Bunbury	24 Wellington Street
Carnarvon	Boat Harbour Road
Exmouth	21 Maidstone Road
Geraldton	65 Chapman Road
Kalgoorlie	Suite 4, 35 Brookman Street
Karratha	3-5 Welcome Road
Kununurra	Messmate Way

Licensing Centres are open MONDAY TO FRIDAY (excluding public holidays).

From 8.15am to 4.30pm .

In country locations where there is not a Licensing Centre, check with your local shire or police station to find out where the nearest licensing agent is located.

Phone 13 11 56 to make an appointment to take the Practical Driving Test.

No appointment is needed to sit the Learners Test or Hazard Perception Test.

A message from the Director General - Transport

I am pleased to present the Western Australian community with a Ride Safe handbook. This handbook is intended as a learning tool for potential riders, as well as a reference guide for the wider motorcycle community.

This handbook has been published in response to the need for an enhanced rider training and licensing scheme in WA. This need was expressed during public consultation conducted by the Department of Transport in the metropolitan and regional areas.

The information in this handbook aligns with Towards Zero, the State Government road safety strategy 2008-2020. The strategy means that we, in the WA community, do not accept that any person should die or be seriously injured on our roads.

The Towards Zero strategy uses a globally recognised “Safe System” approach. This is an all-encompassing approach that seeks to manage the interaction between road users, roads and roadsides, and travel speeds and vehicles.

The Safe System approach is also part of the Australian Transport Council’s National Road Safety Action Plan 2009-2010 and underpins the new National Road Safety Strategy 2011-2020.

In addition to promoting safe road use, safe speeds and safe vehicles, the Ride Safe handbook also encourages motorcycling as a fun, economical and environmentally friendly means of transportation.

It is my belief that this, and the subsequent editions of the Ride Safe handbook, will play an important role in developing the skills and knowledge of future generations of riders who are committed to safety on our roads.

Reece Waldock
Director General - Transport

Acknowledgements

The Department of Transport (DoT) acknowledges the input of the following authorities, sponsors and groups in developing this handbook:

- The Roads and Traffic Authority (RTA) of New South Wales as the original developer of the Motorcycle Riders' Handbook;
- The Department of Transport and Main Roads (Queensland) for granting permission to use parts of the Queensland Motorcycle Riders' Guide handbook, as well as the Tasmanian Department of Infrastructure, Energy and Resources being the primary source of the Queensland Motorcycle Riders' Guide;
- VicRoads for granting permission to use The Victorian Rider Handbook*;
- The Road Safety Council of WA for sponsoring the Graduated Rider Training and Licensing (GRTL) project this handbook is a part of;
- WA Police for providing first-hand insights into motorcycle crashes on WA roads;
- The motorcycle community for taking part in the public consultation and providing valuable feedback during the development of this handbook; and
- Colleagues from various areas of DoT for providing valuable technical support and feedback throughout the production of this handbook.

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The rules and regulations quoted in this edition are those in force as at April 2011. The *Ride Safe* handbook is NOT the law, but a simplified version of the road rules contained in the *Road Traffic Act 1974* and the Regulations. The *Ride Safe* handbook will be reviewed and updated following changes in policy, legislation and/or road rules and traffic regulations. The publication of this and subsequent editions is available online at www.transport.wa.gov.au/dvs

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Contacting us:

Should you have any enquiries in regard to this publication you can contact us by phone: on 13 11 56 or fax 1300 669 995. **Ride Safe** is also available online at www.transport.wa.gov.au/dvs

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Terms

Australian Driver Licence	<p>a driver's licence issued in WA under the <i>Road Traffic Act 1974</i> and/or a licence granted to a person in another jurisdiction authorising them to drive excluding authorisations for learning</p> <p>Note: <i>The Road Traffic Act 1974</i> (the Act) uses the term "driver's licence". The Act does not differentiate between a driver's or rider's licence. Therefore, the term "driver's licence" will be used throughout this handbook.</p>
Blood Alcohol Content (BAC)	the concentration of alcohol in a person's blood, expressed in grams of alcohol per 100 ml of blood.
Full licence	the term used to describe a driver's licence issued at the end of the provisional licence period.
Learner phase 1	the stage between passing the Motorcycle Theory Test and Practical Riding Assessment.
Learner phase 2	the stage between passing the Practical Riding Assessment and Hazard Perception Test.
Moped	<p>a motorcycle that:</p> <ul style="list-style-type: none"> (a) has a propelling engine with an engine capacity not exceeding 50cc; and (b) is designed so as not to be capable of a speed exceeding 60 km/h, whether or not it is also capable of being propelled by pedalling, except that it does not include a power assisted pedal cycle.
Scooter	<p>a motor vehicle that:</p> <ul style="list-style-type: none"> (a) has a step-through style frame; (b) has smaller wheels than a conventional motorcycle; (c) has an engine positioned closer to the rear wheel; (d) has an engine size above 50cc; and (e) can be powered by petrol or electric motors. Scooter engines powered by petrol come in 2 and 4-stroke formats and can have manual or automatic transmission.
Motorcycle	<p>unless stated otherwise, motorcycle includes mopeds and motor scooters. A motorcycle means a motor vehicle that is not equipped with a permanent cab and cab roof and that:</p> <ul style="list-style-type: none"> (a) is designed to travel on two wheels or, with a sidecar attached, three wheels; or (b) has three wheels arranged so that the axis of rotation of two wheels lies on the same straight line and each of those two wheels is equidistant from the third, except that it does not include a motorised wheelchair and does

not include a motor vehicle built or modified to be used primarily to carry goods or materials used in any trade, business or industry.

Note: Unless distinctively specified, the term “motorcycle” will be used throughout the handbook in relation to mopeds, motor scooters and motorcycles.

Motor trike	a motor vehicle with three wheels, but does not include a two wheeled motor vehicle with a sidecar attached to it that is supported by a third wheel.
Novice Driver	a person until they have held a driver’s licence for at least two (2) years or periods adding up to two (2) years. This may include: <ul style="list-style-type: none"> - a first time learner’s permit holder - the holder of a provisional driver’s licence - the holder of an extraordinary driver’s licence
Pillion passenger	the person occupying the seat of a motorcycle; moped or motor carrier located behind the rider’s seat. In WA a pillion passenger must be at least 8 years old and be able to keep their feet on the foot rests or in the case of a side car, confined within the sidecar.
Returning rider	a concept to describe anyone who is authorised to drive motorcycles but who has little recent riding experience and resumes riding after years of absence. ¹ This includes someone who: <ol style="list-style-type: none"> (a) previously rode and covered no less than 20,000 km in those years; (b) stopped riding for a period of five years or more; and (c) has returned to riding in the past six months and has ridden between 500 and 1,000 km in that period.²
Rider	a person who is learning to ride, or a person who holds the authorisation to ride a motorcycle.
Road crash	is any crash: <ul style="list-style-type: none"> • resulting in bodily injury or property damage; • occurring on a road, and the road was open to the public at the time of the crash; • involving at least one moving vehicle; and • was not a result of a medical condition, a deliberate act or a police chase.³
Roadcraft	is a system of vehicle control.

¹ Dr Ron Christie, 2004, *Review of Best Practice in Motorcycle Licensing*, Office of Road Safety, Perth, Western Australia, p. 4.

² Motorcycle Awareness Training Education Safety, 2010, Monash University Safety Study Into Returning Riders, <http://www.mates.org.au/2010/02/10/monash-university-safety-study-into-returning-riders/>

³ The Road Safety Council, 1999, *Crash Statistics: Motorcycle & Scooter Safety Action Group Forum*, Government of Western Australia, Perth, p. 7.

Part 1

Purpose



The primary purpose of the Ride Safe handbook is to educate motorcycle riders so that they gain a greater appreciation of their responsibilities on WA roads.

This aim will be achieved by:

- Educating motorcycle riders on their obligations to comply with all WA driving laws, road rules and regulations;
- Informing motorcycle riders of their responsibilities in respect of their own safety and the safety of other road users;
- Providing clear information on safe riding skills to enable new and returning riders to ride safely;
- Encouraging riders to promote safety by engaging in low risk riding;
- Helping potential riders to prepare for the Motorcycle Theory Test (the theory test) and Practical Riding Assessment (practical assessment);
- Informing inter-state and overseas riders of the requirements to apply for a grant of a WA motorcycle licence; and
- Encouraging motorcycle riders to make informed and appropriate decisions when riding.

Reading this handbook will help you to learn the theory component of riding a motorcycle. What you learn from this book should be supported by practical riding experience.

1.1 Who is this Handbook for?

This handbook is for anyone who is involved in any aspect of riding, including:

- Prospective motorcycle riders, current learner's permit holders, provisional licence holders or full licence holders, and returning riders;
- Members of the public who are concerned about safety on our roads;
- Parents, carers or friends of riders;
- Riding groups;
- Anyone who has an interest in motorcycles;
- Persons who are, or will, provide supervision to learner riders;
- Riders from other Australian jurisdictions or riders from overseas who wish to legally ride on WA roads;
- Riding instructors; and
- Driving assessors.

If you belong to any one or more of the groups listed above, then you should read this handbook.

1.2 Benefits

- If you are applying for a Learner's Permit, by reading this handbook you will increase your chance of passing the theory test. It is important to note that the questions in the theory test are based on the content of this handbook. This handbook also provides you with an opportunity to test your knowledge by providing review questions at the end of each section. These are similar to questions that are included in the theory test. You can verify whether your responses to the review questions are correct against the answers that are listed in the last section.
- If you are **assisting a person to obtain a driver's licence**, whether in a professional or private capacity, by reading this handbook you can become better informed and more able to support your student, child, spouse or friend throughout the licensing process.
- If you are **concerned about safety on WA roads and improving rider safety**, by reading this handbook you will become more knowledgeable to voice an informed opinion in debates on these issues.
- If you are **an experienced rider**, by reading this handbook you can refresh your knowledge of the road rules, road safety and low risk riding.
- If you are **a non-rider**, by reading this handbook you may decide to become one.

1.3 Content

A variety of specific terms are used throughout this book. These are explained at the beginning of the handbook in the "Terms" section. You will encounter these terms in the theory test and later you will hear them being used by your riding instructor. It is a good idea to become familiar with these terms so you will not have to refer to the handbook repeatedly.

The handbook is divided into 10 parts:

Part 1 Purpose

Provides an overview of the purpose, target audience and content of this book.

Part 2 The Licensing System in WA

This section is essential reading for people who wish to obtain a WA driver's licence. After reading this section you will become familiar with:

- The reason for having a graduated licensing system;
- Vehicle classes and authorisations on driver's licences;
- Types of motorcycles;
- Licensing system for novice drivers and existing licence holders;
- Conditions respective to stages of the licensing system and the types/classes of vehicles you are authorised to ride/drive; and
- Requirements you need to meet to apply for the grant of a WA driver's licence.

Part 3 Your Licence and the Law

This section will briefly explain the link between the law and the licensing system in WA. After reading this section you will become familiar with:

- The State legislation that underpins the licensing system;
- The legal obligations you must comply with as a driver's licence holder; and
- The consequences of not complying with the law.

Part 4 Licences from Interstate or Overseas

This section outlines the steps that riders from interstate or overseas must follow to ensure they comply with WA licensing laws, whether they are visiting or intend to permanently reside in WA.

Part 5 Motorcycle Rules and Regulations

This section outlines the current road rules and regulations that are of particular interest to motorcycle riders using WA roads. After you read this section you will become familiar with:

- Road rules and signs specific to motorcycles;
- Regulations for carrying passengers and loads;
- Restrictions on where to ride;
- The differences between riding in the metropolitan and regional areas;
- Penalties for violating road rules; and
- Action you might take if your licence is cancelled.

This section also outlines penalties applied to riders who do not comply with road rules and regulations.

Part 6 Your Safety

This section explains your responsibilities in ensuring your own safety, including your physical condition, wearing of protective clothing and the roadworthiness of your motorcycle.

Part 7 Safe Riding Skills

This section explains the link between riders' attitudes, skills and knowledge, and safe riding. After you read this section you will become familiar with:

- Attitudes and behaviours that will increase your safety;
- The critical role of observation, attention and reaction in safe riding and avoiding crashes; and
- Critical safe riding skills that you will be required to master while learning to ride.

It is important to realise that reading this section alone will not guarantee your safety. Having read this section you will become aware that the combination of on-the-road riding experience, as well as your attitude and behaviour is critical to becoming a safe rider.

Part 8 Riding in Regular Traffic

This section describes challenges arising from riding in regular day-to-day traffic. It draws riders' attention to the most commonly occurring situations and provides hints on how to avoid them.

Part 9 Managing Emergencies

This section provides a guide on what you should do in an emergency arising from a crash or other road incident.

Part 10 Answers to the Review Questions

This section provides the answers to all the review questions throughout the handbook.

Part 2

The Licensing System in WA



Like other Australian jurisdictions, WA has adopted a Graduated Driver Training and Licensing system (GDT&LS). The GDT&LS requires first time driver's licence applicants to complete each stage of the licensing process relevant to the class of vehicle and authorisation for which they apply to drive. The three main stages are learner, provisional and full. These stages include various aspects of training and/or assessment. The intent of the GDT&LS is to provide:

- an opportunity to progressively gain knowledge and practical riding skills in a controlled environment before obtaining a driver's licence; and
- a learning environment that provides a wider range of driving experience before being granted a provisional driver's licence.

2.1 Classes of Vehicles and Licence Authorisations in Australia

In Australia a person can only hold one driver's licence granted by an Australian jurisdiction. The ability to hold licences in various jurisdictions is no longer possible. In WA, State legislation defines:

- Requirements that must be met in order to be granted a licence; and
- The process for granting authorisations to a licence holder so they may drive/ride a certain type of vehicle (a class).

Nationally, the vehicle class for motorcycles (including mopeds and scooters) is class "R". The table below shows how different authorisations are identified for different motorcycles by applying conditions to the licence:

Vehicle Class	Authorisation	Specification
R	N	A moped Engine capacity not exceeding 50cc Designed so as not to be capable of a speed exceeding 60 km/hr
	E (or E-A)	Smaller motorcycle or scooter Engine capacity not exceeding 250cc Manual or automatic (E-A) transmission Usually capable of reaching speeds above 60 km/hr
	Unrestricted (open) (or R-A)	Motorcycle or larger scooter Required for larger scooters and motorcycles with an engine capacity greater than 250cc Vehicle could have manual or automatic transmission (R-A).

In Australia, the most common class of vehicles which drivers are authorised to drive is a class "C" vehicle (a motor vehicle with a maximum gross mass of 4.5 tonnes).

Vehicle Class	Authorisation	Specification
C	C (or C-A)	A motor vehicle other than a motorcycle that has a gross mass not exceeding 4.5t and that is equipped to seat no more than 12 adults including the driver with a manual or automatic (C-A) transmission

You should now be familiar with the vehicle classes R and C. You should also be familiar with the licence authorisations to drive different classes of vehicles.

There are authorisations for higher classes of vehicle available which are not listed here. For information on applying for these other authorisations, please refer to the DoT handbook “Drive Safe” at www.transport.wa.gov.au/dvs

2.2 Your Eligibility to Apply for a Licence to Drive an R Class Vehicle

The current graduated licensing system is intended to develop safe driving behaviour by exposing riders to a series of successive stages and gradually removing restrictions as they become more experienced. For example, inexperienced riders cannot ride larger motorcycles (more than 250cc) early in the licensing process. Therefore, the eligibility to apply for any given authorisation depends on your age and riding experience.

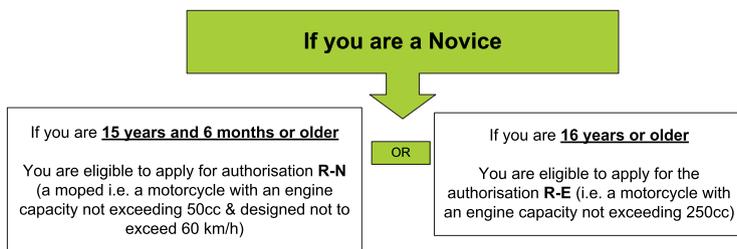
The WA licensing system stipulates different eligibility criteria depending on the age and driving experience of the applicant. For example, the options available for novice drivers are different to those for experienced drivers applying to drive a vehicle of another class or those applying to remove a condition from a driver’s licence.

2.2.1 Novice Drivers

In accordance with the *Road Traffic Act 1974*, “a person is a novice driver unless the person has, for the period of at least 2 years or periods adding up to at least 2 years, held:

- (a) an Australian driver’s licence; or
- (b) a licence or other authorisation granted to the person by an external licensing authority authorising the person to drive a motor vehicle other than solely for the purpose of learning to drive it”.⁴

The diagram below presents the eligibility for novice drivers to apply for the authorisation to ride a motorcycle.

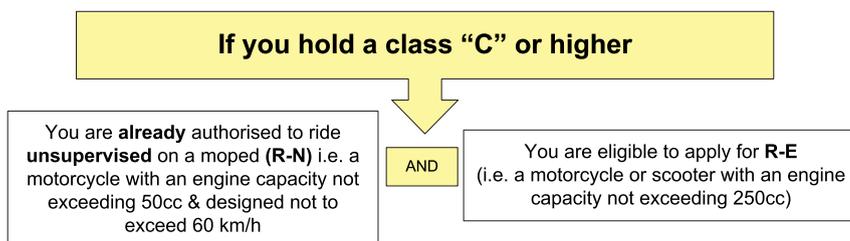


⁴ *The Road Traffic Act (1974)*, Part VIA, Division 1, s.104A

2.2.2. Licence Holders Seeking Authorisation to Drive an Additional Class of Vehicle

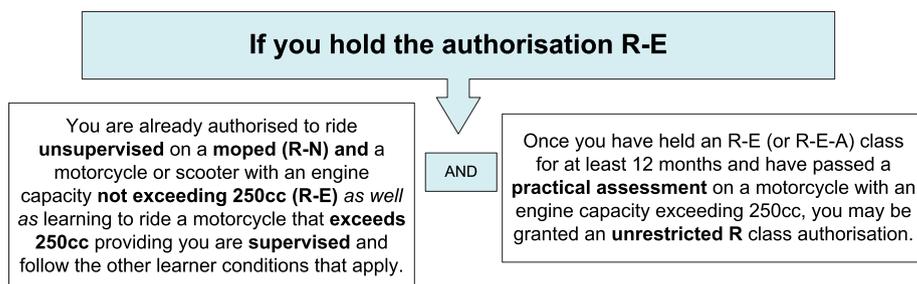
The graduated system recognises prior learning and experience. This means that some components (for example hazard perception testing or completing a log book) may not be required in order to obtain authorisation to drive an R class vehicle.

At present, drivers authorised to drive C class vehicles are automatically eligible to ride mopeds (R-N) even though it may not be displayed on the driver's licence. Drivers who are authorised to drive C class vehicles can also apply for the authorisation to drive an R class vehicle with an E condition as shown below:



2.2.3 R-E Licence Holders Seeking to Remove the E (Engine) Restriction

The graduated system also recognises prior learning and experience when applying to remove restrictions, for example if you hold the authorisation to ride an R-E class



2.3 Common Types of Motorcycles

There are three main categories of motorcycles included under the R class authorisation, including:

Moped

These are small light motorcycles equipped with a propelling engine that does not exceed 50 cc in capacity. These vehicles are designed so as not to be capable of a speed exceeding 60 km/h.



Scooter (Motor Scooter)

These are commonly described as motorcycles that have a step-through style frame. They generally have smaller wheels than a conventional motorcycle, and an engine positioned closer to the rear wheel. When the engine capacity or top speed exceeds the specifications for a moped, the motorcycle is often referred to as a scooter. They can vary considerably in engine size (upwards from 50 cc) or even be powered by electric motors. Petrol engines come in 2 stroke or 4 stroke formats and manual or automatic transmission.



Motorcycle

Generally speaking a motorcycle means a motor vehicle that is not equipped with a permanent cab and cab roof so it also includes moped and motor scooters. A motorcycle is designed to travel on two wheels or, with a sidecar attached, three wheels. Similar to the scooters pictured, they can vary considerably in engine size and can be powered by electric motors. Petrol engines can come in 2 stroke and 4 stroke formats and manual or automatic transmission. The pictures below present popular types of motorcycles.

Sports

Sports motorcycles are designed purely for performance, with the emphasis on acceleration, deceleration and manoeuvrability. They have powerful engines and require skilled handling.



Tourer

Touring motorcycles are designed for long-distance comfort, and often feature back rests, large windscreens and larger fairings. Fairings are body panels that produce a smooth outline and reduce drag. They may also protect the rider from the wind and rain and from other debris.



Naked

Naked motorcycles lack body work or a fairing that would normally hide the engines and inner workings. Also known as a “standard” or “street bike”, its basic form is stripped down to its fundamental parts. The emphasis is on functionality, performance and ergonomics.



Road/Trail

These are dual purpose motorcycles and can be used both on and off road.



Cruiser

Cruisers are designed for laid-back riding. These motorcycles mimic the style of American motorcycles from the 1930s to the early 1960s. The riding position always places the feet forward. Usually the hands are up and the spine erect or leaning back slightly, which some riders find to be more comfortable for long-distance riding. Some cruisers may have limited performance and turning ability because of a low-slung design. Cruisers are sometimes called custom even in the absence of aftermarket modifications.



2.4 Licensing Process for Novice Drivers

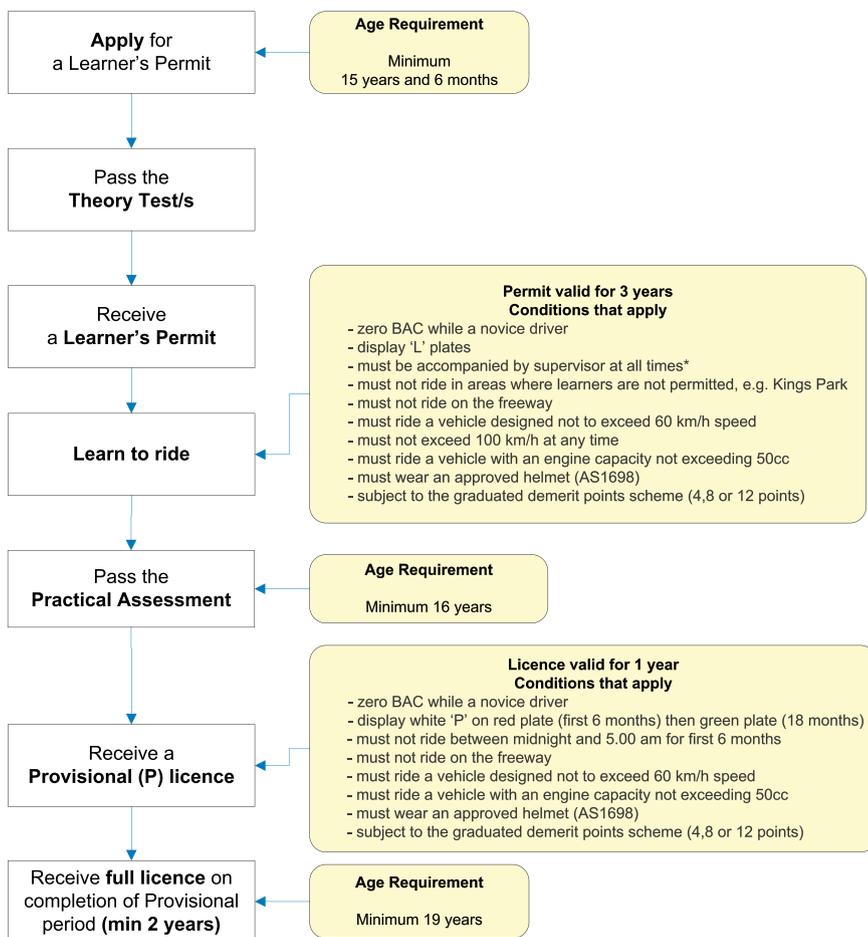
You are now aware that as a novice driver you are eligible to apply for the following authorisations to drive:

- R-N (moped) – when you meet the age requirement of 15 years and six months; or
- R-E (a motorcycle or scooter with an engine capacity not exceeding 250cc) - when you meet the age requirement of 16 years.

The following two diagrams illustrate the process you need to follow to obtain a driver's licence with an appropriate authorisation.

2.4.1 Riding a Moped as a Novice Driver

The diagram opposite shows the steps required to obtain your first licence with an authorisation to ride an R-N class vehicle (moped):

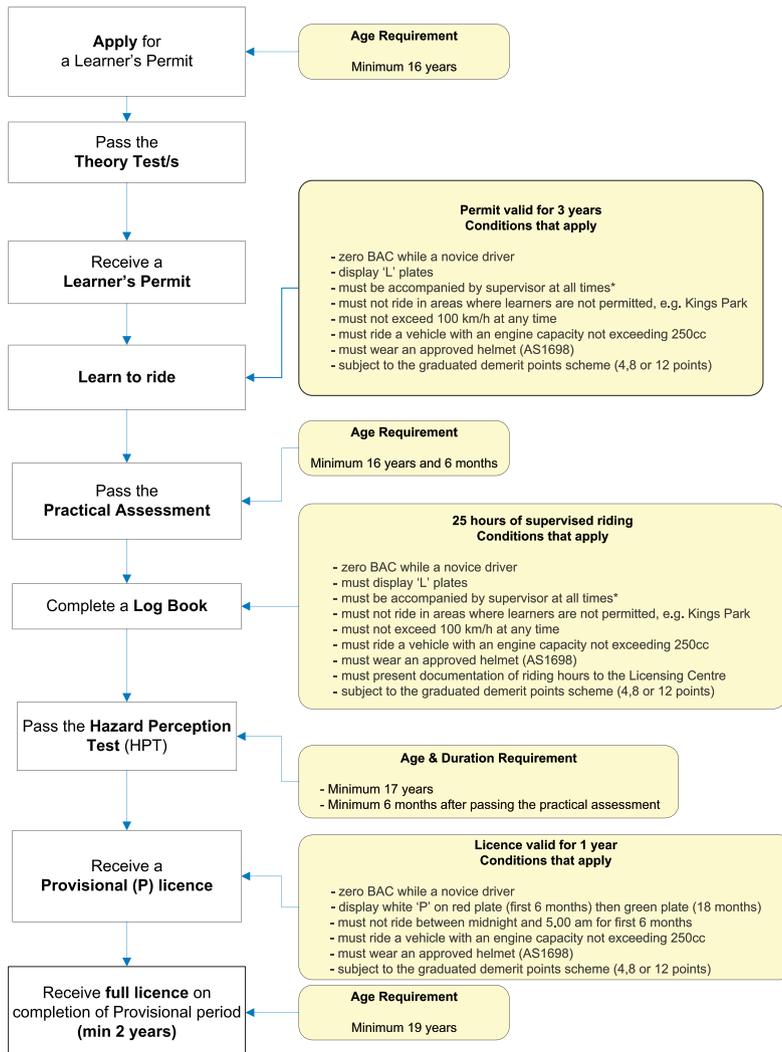


* The *Road Traffic Act 1974* and *Road Traffic (Authorisation to Drive) Regulations 2008* stipulate several aspects of the law applicable to learner riders. Other relevant laws are also displayed on the learner's permit itself. When learning to ride any R class vehicle you **must** always ride under supervision with a person who:

- holds an instructor's licence issued under the *Motor Vehicle Drivers Instructors Act 1963*; or
- is an instructor in a youth driver education course conducted or supervised by a body authorised by the Director General for that purpose; or
- is authorised to perform any driving of a kind for which the driving instruction is to be given (i.e. a licensed driver authorised to ride R class vehicles) and has held that authorisation for a period of, or periods adding up to:
 - > In the case of riding a moped, at least 2 years; or
 - > In any other case, at least 4 years; and
- is riding on another motorcycle or on the pillion seat behind the learner or in a side car attached.

2.4.2 Riding a Motorcycle and/or a Scooter as a Novice Driver

The diagram below shows the steps required to be granted your first licence and the authorisation (R-E) to ride a motorcycle (or scooter) with an engine capacity not exceeding 250cc:



2.5 Licensing Process for Full Licence Holders

This section explains the licensing process for existing driver's licence holders who intend to:

- obtain the authorisation to ride an R class vehicle in addition to the vehicle class(es) they are already authorised to drive; and/or
- upgrade the authorisation to ride a motorcycle, for example from R-N to R-E or from R-E to R (unrestricted).

The licensing system recognises that full licence holders have had more experience of road and traffic conditions than novice drivers. Therefore, the licensing process to obtain the R class authorisation for full licence holders differs from the process for novice drivers.

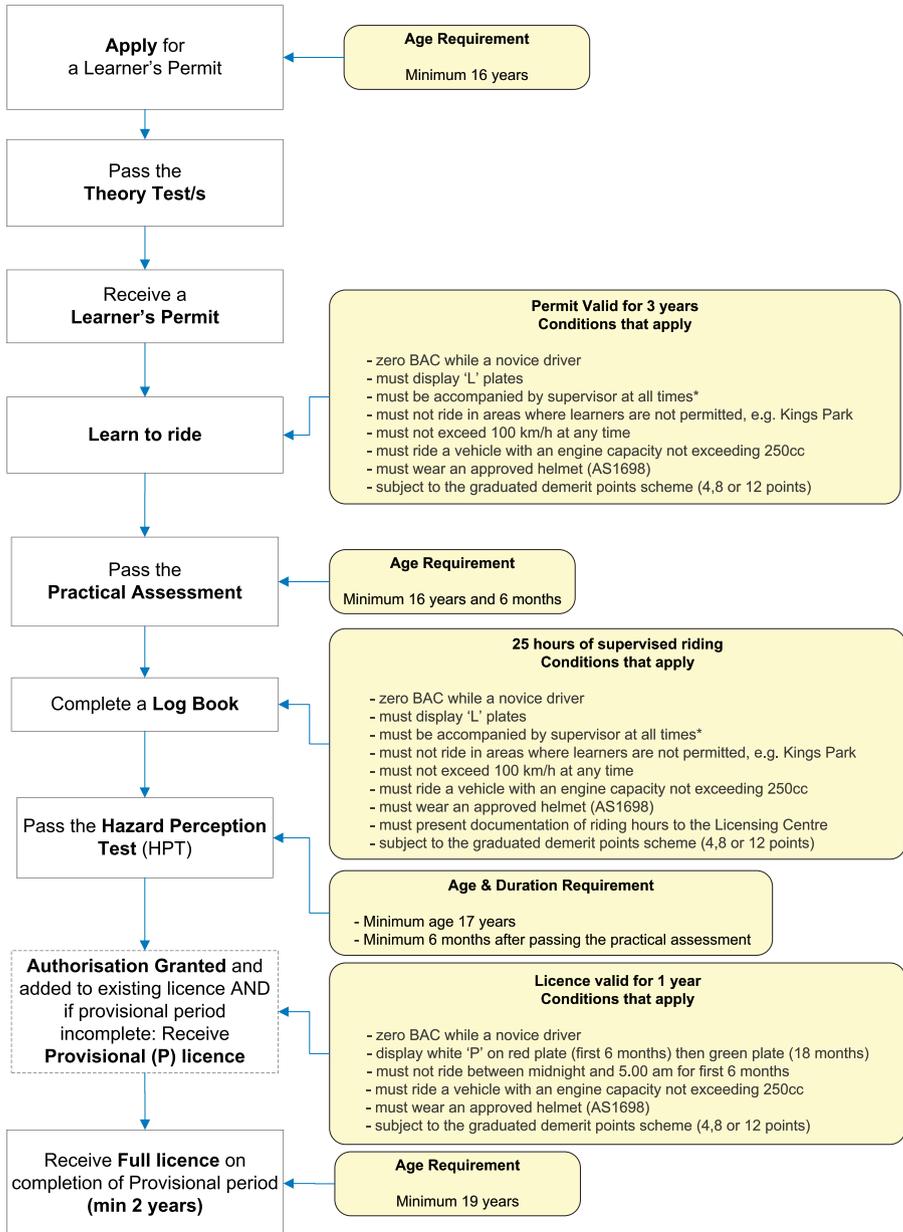
The diagrams in the following pages explain the eligibility criteria for full licence holders depending on which R class of vehicle they wish to apply to ride and which authorisation/s they already hold.

2.5.1 Riding a Moped when you are Authorised to Drive a C Class Vehicle (Car) or Higher

As your licence already authorises you to drive C class vehicles (or higher) you are automatically authorised to ride an R-N class vehicle (moped). No further steps are required in terms of training or licensing for you to legally ride a moped. However, it is highly recommended that, not only you familiarise yourself with the contents of this handbook, you also seek professional training and advice before riding a moped on public roads.

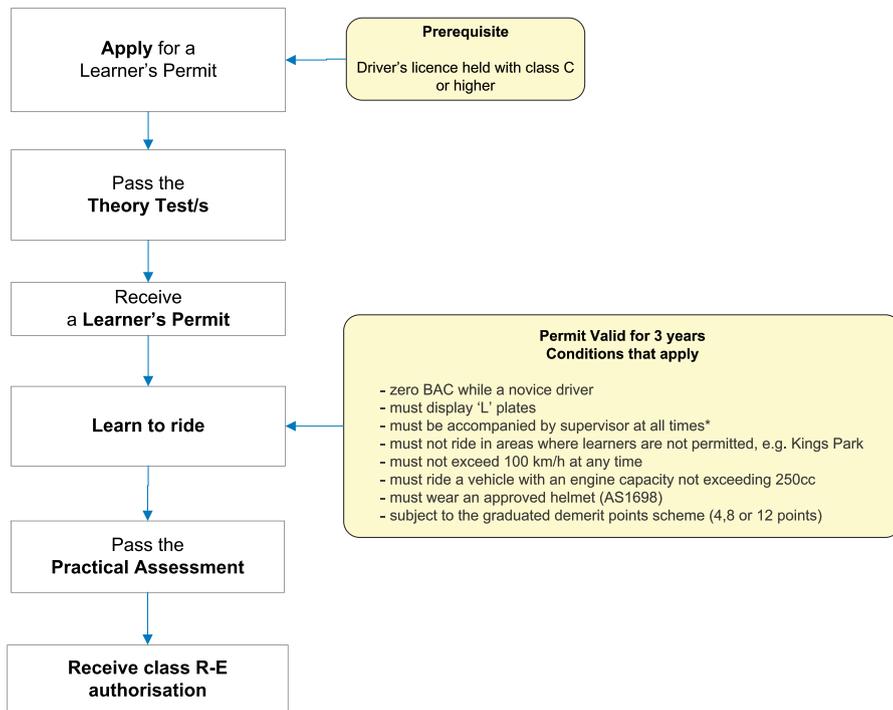
2.5.2 Riding a Motorcycle or Scooter when you are Authorised to Ride an R-N Class Vehicle (Moped) only

The following diagram describes the process to progress from the authorisation to drive an R-N class vehicle (moped) to the authorisation to drive an R-E class vehicle (a motorcycle or scooter not exceeding 250cc).



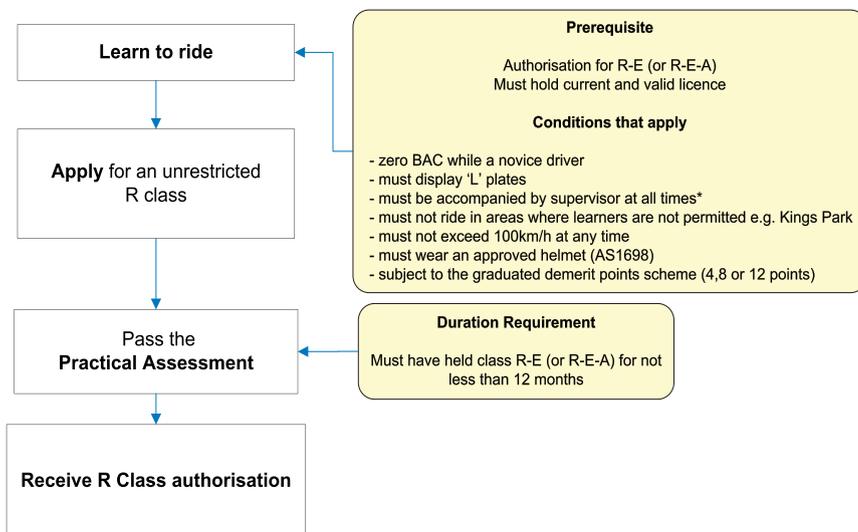
2.5.3 Riding a Motorcycle or Scooter when you are Authorised to Drive a C Class Vehicle (or Higher)

The diagram below illustrates the process to add the authorisation to ride a class R-E vehicle to your licence (or R-E-A for automatic). It will authorise you to ride a motorcycle with an engine capacity not exceeding 250cc and permit you to learn to ride a larger motorcycle (above 250cc) under qualified supervision.



2.5.4 Riding a Larger Motorcycle or Scooter

The diagram below shows the process to upgrade from the authorisation to ride an R-E class vehicle (a motorcycle with an engine capacity not exceeding 250 cc or R-E-A for automatic) to an unrestricted R class vehicle. As an existing licence holder with an R-E (or R-E-A) you don't need to apply for a learner's permit before you learn to ride. Also, in recognition of previous learning and on-the-road experience, applicants for an R class are not required to sit a theory test or the Hazard Perception Test (HPT).



2.6 Detailed Steps in the WA Licensing Process for Novice Drivers

Step 1 – Learner's Permit

In order to apply for the grant of a learner's permit to ride an R-N or R-E class vehicle you must meet the prescribed age requirements. You must be at least:

- 15 years and six months old to apply for a licence to ride a moped (with an engine capacity not exceeding 50cc); or
- 16 years of age to apply for a licence to ride a motorcycle or scooter (with an engine capacity of more than 50cc).

You will also be required to pay for and pass a computerised theory test or tests.

Application Process

You must complete an application form (MDL1) at a Licensing Centre or regional Licensing Agent. The Licensing Centres and regional Licensing Agents are listed in the front of the handbook. This information is also available online at www.transport.wa.gov.au/dvs

As part of the application process you are required to:

Provide proof of identification, age and residency in WA

At the time of application you must present one form of primary and one form of secondary identification. One of these documents must contain your signature. Examples of documents you can present are:

Primary

Birth certificate, Passport (not expired by more than 2 years), Australian Citizenship Certificate, or Immigration Visa;

Secondary

Medicare card, Health Care Card or bank/credit/debit cards/passbook and/or any documents displaying your WA residential address, such as telephone or electricity account, lease agreement, bank statement or others.

A full list of acceptable forms of primary and secondary proofs of identification, and acceptable forms of evidence of residency are available online at www.transport.wa.gov.au/dvs

Pay the application fee

This fee covers an entitlement to undertake one practical riding assessment. Fees for the application for the grant of a driver's licence are subject to change. It is advised that you check current fees at www.transport.wa.gov.au/dvs

Pass the required tests

At the time you apply for a grant of a learner's permit, you will be required to undertake an eyesight test. If you need any visual aids to pass the eye test, your licence will be endorsed to show that you must wear visual aids when riding.

Please Note:

When applying for your learner's permit you must declare whether you have any medical conditions and/or take any medication. You may be required to undertake a medical examination prior to the grant of your learner's permit.

Step 2 - Learning to Ride

This is the stage where learners gain on-road riding experience and develop the skills required to control a motorcycle, identify and respond to hazards and practice safe riding. You can now begin learning to ride with a qualified instructor/supervisor (see the asterisk (*) in section 2.4.1 for more information regarding qualified supervision).

While learning to ride you must:

- be accompanied at all times by a qualified supervisor;
- have zero Blood Alcohol Content (BAC) while a novice;
- ride at speed not exceeding 100 km/h (where permitted);
- learn to ride on a motorcycle that meets the industry standards for the relevant class of vehicle you are applying to drive. For example, if you want to hold a licence to drive a R-N (moped), you must learn to ride on a motorcycle with an engine capacity not exceeding 50cc and not capable of exceeding 60 km/h;
- display L plates at all times;
- not ride in places where learner riding is prohibited, e.g. King's Park and if on moped a freeway; and
- adhere to the graduated demerit point scheme.

Please refer to sections 2.4.1 or 2.4.2 for additional information.

Before you undergo a practical riding assessment you should gain as much riding experience as you can in various road conditions and environments.

Step 3 – Practical Riding Assessment (practical assessment)

When you have reached the age of 16 years (for a moped) or 16 years and 6 months (for a motorcycle or scooter with an engine capacity exceeding 50cc) and have developed the skills necessary to control your motorcycle, you can undertake the practical assessment.

The purpose of the practical assessment is to determine whether your riding skills, your response to road hazards, and your ability to apply road rules deem you a competent rider. Examples of the manoeuvres you will be asked to perform are:

- performing a quick stop under full control without locking either wheel. You need to be able to stop within 12 metres from 50km/h on a dry-surfaced road or within 16 metres from 50 km/h on a wet-surfaced road;
- balancing the motorcycle at low speeds by riding around a figure 'O' without putting either foot on the ground. You are required to perform a series of U turns approximately 5-10 metres apart demonstrating correct use of accelerator, clutch (if fitted) and brakes, while your motorcycle needs to be as near to full lock as it is safe to perform this manoeuvre; and
- correctly parking and starting on a hill.

These are **only** some examples of the skills you will need to demonstrate to successfully pass the practical assessment.

When you are ready to undertake your practical assessment, you will need to make an appointment by calling 13 11 56 or by attending a DoT Licensing Centre or regional Licensing Agent that conducts assessments.

If you wish to change or cancel an appointment you **MUST** give more than two working days notice to Licensing, otherwise you will forfeit your assessment and have to pay for another assessment. To cancel or change an appointment for an assessment, please phone 13 11 56.

On the day of your assessment you should:

- make sure that your motorcycle is roadworthy;
- ride to the Licensing Centre with your instructor/supervisor;
- wear appropriate protective gear consisting of enclosed footwear, approved helmet, long trousers and a long-sleeved shirt or fully-sleeved jacket. Gloves and eye protection are also highly recommended (see section 6.1.5 for more information);
- arrive at least ten minutes before your appointment. If you are late you will not be assessed and you will have to pay a fee for another assessment;
- inform the staff at the Licensing Centre or regional Licensing Agent that you have an appointment for a practical riding assessment;
- produce your learner's permit and primary identification prior to taking the assessment; and
- ensure you take the assessment in a vehicle of the correct class.
Your practical assessment must be conducted in a vehicle that meets the minimum standard for the relevant vehicle class. A fact sheet outlining the minimum standard for relevant vehicle classes can be viewed online at www.transport.wa.gov.au/dvs

Once you pass your practical riding assessment, your result will be recorded at a Licensing Centre or regional Licensing Agent.

If you fail the practical assessment you will receive feedback from the assessor and be encouraged to further develop your skills. You may pay the fee re-book and book another assessment.

Step 4 - Log Book

As a novice having passed the practical assessment, you will need to pay a fee to be issued a log book. Existing holders of a C class are exempt from the Log Book stage. In this step you should accumulate and record a minimum of 25 hours of supervised riding/driving over a period of six months. This provides an opportunity for prospective riders/drivers to further develop hazard perception and roadcraft skills.

While completing the log book stage you must abide by the following conditions:

- be accompanied by a qualified supervisor at all times;
- display L plates;
- observe zero BAC while a novice driver;
- observe the graduated demerit points scheme (4, 8 or 12 points);
- do not exceed 100 km/h; and;
- do not ride in places where learner riding is prohibited, e.g. King's Park.

Your instructor/supervisor must sign off each of the riding sessions you have completed.

If you are completing the licensing process for both a car and a motorcycle at the same time, you can accrue the required 25 hours of supervised riding/driving in either vehicle (but not a moped) or a combination of both. This means that you are not required to complete a separate log book for a car and one for a motorcycle.

Although you will need to record only 25 hours of supervised riding experience to satisfy the requirements of your log book, research consistently shows that with increasing time of riding, learner drivers become increasingly more skilful. Therefore, we recommend that you get 120 hours of supervised riding experience. For more information on the benefits of increased riding experience please visit the Office of Road Safety website at www.ors.wa.gov.au

Step 5 - Hazard Perception Test (HPT)

When you have completed your 25 hours of supervised riding, and you have had your log book reviewed and signed off by staff at the DoT Licensing Centre or regional Licensing Agent, you are required to pay for and sit the Hazard Perception Test (HPT).

You cannot undertake the HPT until a mandatory period of six months has lapsed since you passed your practical riding assessment and you have reached the age of 17 years.

The HPT is a computer-based test featuring a series of moving traffic scenes. You are required to respond to each scene by clicking a mouse to indicate when it is safe to commence a manoeuvre or when it is necessary to take appropriate action to reduce the risk of a crash. In some situations there may not be any hazards and therefore no response will be required.

Although it is computer based, you don't need computer skills to be able to take the test. Staff are on hand to explain what you need to do and simple on-screen instructions will guide you. The test is used to measure your ability to assess traffic situations and make safe riding decisions on the road.

Your response is compared to the recommended response times required to pass the test.

To test your skills and learn more about what you'll need to know, you can practice on the online interactive HPT simulator at www.transport.wa.gov.au/dvs.

To assist you in passing the HPT you can also obtain a HPT practice CD from any Licensing Centre or regional Licensing Agent and/or you can learn more about the HPT from the Hazard Perception booklet that is available at www.transport.wa.gov.au/dvs.

You can undertake the HPT at any DoT Licensing Centre or specified regional Licensing Agent. You **do not** need to make an appointment. Remember to take your completed and signed log book with you and primary identification.

A fee is payable to undertake the HPT. Current fees for undertaking the HPT are located online at www.transport.wa.gov.au/dvs. If you do not pass the HPT you will be required to pay for, and undertake a subsequent HPT on another day.

Step 6 - Provisional Licence

When you have successfully completed the HPT you will be granted with a provisional driver's licence. To complete the application process for a provisional driver's licence you will need to have your photo taken and pay your driver's licence fee. Your photo will be taken at the Licensing Centre or regional Licensing Agent where you sat your HPT.

During your provisional licence period, you must display P plates in a visible position at the front and back of your motorcycle at all times. Once you are granted a provisional driver's licence you must:

- Display plates with a white letter P on a red plate  for the first six months of your provisional period. During this period riders are subject to night-time driving restrictions between midnight and 5:00am. For more information on night-time riding restrictions please visit www.transport.wa.gov.au/novice
- Display plates with a white P on green plate  for the remaining 18 months of your provisional period.
- Have a blood alcohol content (BAC) NOT exceeding 0.00% when riding a motorcycle as a novice.

Your provisional period ends when you have held a driver's licence for a period of two years or periods adding up to two years and you have reached the age of 19 years.

It is important to remember that during the provisional period young riders are more prone to being involved in road incidents due to their lack of experience, judgment and overconfidence about their own ability to safely control a motorcycle.

You must comply with all the conditions that apply throughout the learner and provisional periods.

The table below provides an overview of the key information, rules and conditions for novice drivers during the learner and provisional stages.

Criteria	Learner (L) Riders	Provisional (P) Riders
Driving under supervision	At all times	N/A
Zero Blood Alcohol Content (BAC)	While a novice	While a novice
Maximum Speed	100 km/h	110 km/h
Boundaries	Not within Kings Park and wherever signs prohibit learner drivers/riders	N/A
Displaying Plates	“L” plate (black letter on yellow background) measuring 15 cm x 15 cm visible at all times	At all times Upon being granted a provisional licence you must display a white “P” on a red plate for six months After the expiry of six months you must display a white “P” on a green plate for the remainder of your provisional period
Period between passing the practical riding assessment and undertaking the HPT	6 months	N/A
Validity	Three years	One year
Night time riding restrictions	N/A	Riding between midnight and 5.00 am is prohibited for the first 6 months*
Driving offences and demerit points	Four or more demerit points = three months suspension of your learner’s permit	Four or more demerit points in the first year of holding a licence = cancellation of your licence for a minimum of 3 months Eight or more demerit points In the second year of holding a licence = cancellation of your licence for a minimum of 3 months

* Provisional riders can ride between midnight and 5.00 am only if:

- They are riding to and from their home to their place of work by the shortest route; or
- Riding is required as part of their work duties; or
- They are riding to or from a place of education or training where they are enrolled in tuition.

REVIEW QUESTIONS

Q1	Which other item must you produce on the day of your practical assessment in addition to your learners permit?	Secondary identification	Primary identification	A recent bill in your name
Q2	What is the minimum number of hours that are required in the log book stage if you have just passed your practical assessment for your first licence?	20	25	30
Q3	What documentation must you produce when applying to remove a 250cc motorcycle restriction?	Primary identification only	Secondary identification only	Both primary and secondary identification
Q4	Whilst learning to ride, you must?	Display 'L' plates at all times	Display 'P' plates	Wear a fluorescent vest

Part 3

Your Licence and the Law



As in other states, every person in WA who is granted a driver's licence must comply with the relevant State and National laws related to using public roads. In WA the legislative provisions relating to the road rules, licensing of motorcycle riders and their vehicles are provided for in the form of Acts, Regulations and Codes. These include:

- *Road Traffic Act 1974*
- *Road Traffic (Licensing) Regulations 1975*
- *Road Traffic (Vehicle Standards) Regulations 2002*
- *Road Traffic (Vehicle Standards) Rules 2002*
- *Road Traffic (Authorisation to Drive) Regulations 2008*
- *Road Traffic Code 2000.*

The Department of Transport (DoT) is the licensing authority for vehicles and drivers in WA. Among other responsibilities, the DoT is responsible for:

- recording of demerit points on the Demerit Point Register;
- serving notices of excessive demerit points (disqualifications);
- prosecution for licensing offences, for example a failure to return number plates on demand; and
- vehicle safety and standards.

These services are carried out state-wide. The legislative provisions relating to vehicle and driver licensing can be viewed online at the State Law Publishing website www.slp.wa.gov.au

3.1 What is a Driver's Licence?

***In accordance with the Road Traffic Act 1974,
an Australian driver licence means a licence
issued in WA or another Australian jurisdiction
authorising the person to drive a motor vehicle on a road
but does not include a learner's permit.***

When you are granted your driver's licence, it is important you look after it. You must notify the Department of Transport of a change of name or address, in writing within 7 days, stating a full name, date of birth, driver's licence number and/or vehicle plate number (relevant forms are available online at www.transport.wa.gov.au/dvs). ***If you abuse the privilege of holding a licence by committing traffic offences, you might lose it.*** You will continue enjoying the benefits of your driver's licence when:

- you have a valid and current driver's licence*;
- you show that you understand the road rules;
- you show the skills necessary to ride safely;
- you obey the relevant State and national traffic laws; and
- you ride responsibly and safely.

* It is very important to have a valid licence, which is a licence that is not expired, cancelled or suspended. It is also very important that you **only** ride the type of vehicle that your licence authorises you to ride.

To hold a driver's licence is not a right - it is a privilege.

Your privilege to hold a licence may be reviewed if:

- you are convicted of certain traffic offences;
- you are involved in a crash; or
- you have a medical or physical impediment that may affect your ability to ride.

It is a serious offence to offer any gift or remuneration (a bribe) in order to obtain a driver's licence. Any person who makes such an offer will be liable for prosecution.

3.2 Disobeying the Law

Like other jurisdictions around the world there are laws in Australia that govern what a person can and cannot do on the roads. Each State applies a different legislative framework, as well as slightly different rules, regulations, rider licensing process, and the way of dealing with people who disobey the law. The information provided below refers **only** to Western Australia.

There are a variety of penalties that can be imposed on riders and drivers who commit traffic offences. They include:

- **fin**es – these are imposed for a range of traffic offences which are often significant and can at times attract demerit points;
- **disqualifications** – a rider may be disqualified from holding or obtaining a driver's licence due to either excessive demerit points or committing certain offences;
- **vehicle impoundment**;
- **licence suspension or cancellation**; and in some cases
- **imprisonment**.

Penalties can be imposed by courts or by infringement notices. The fines imposed by infringement notices are fixed and can also incur a traffic conviction. Fines imposed by a court can incur additional costs.

You may also be disqualified from driving without incurring demerit points in situations when:

- you are convicted of a serious drink or drug related driving offence;
- you are convicted of a serious offence;
- you are a repeat offender; or
- you have a provisional licence and are convicted of certain traffic offences. (You will be required to re-apply for your licence when the disqualification period has finished and you may be required to undertake further assessments).

3.2.1. Disqualification

The full and correct term is “disqualified from holding or obtaining a driver’s licence”. This means that a person is not permitted to:

- hold a driver’s licence;
- apply for a driver’s licence; or
- be granted a driver’s licence.

The disqualification therefore applies to the **person** not to the licence.

A disqualification can occur in two ways:

- by a court; or
- by the operation of the law.

A disqualification by a court

When a person is convicted of certain traffic offences the court may disqualify the person from holding or obtaining a driver’s licence. For example a person convicted of a first offence of Driving Under the Influence (DUI) of alcohol (the *Road Traffic Act 1974*, section 63) is liable to a minimum disqualification period of six months.

A disqualification by the operation of the law

In some situations a person may be disqualified by operation of the law rather than requiring them to go to court, for example:

- when a full licence holder accrues 12 or more demerit points they will be subject to an Excessive Demerit Points Disqualification; and
- a novice driver will be disqualified when he/she accrues:
 - four or more demerit points when holding a learner’s permit or when holding a licence for less than one year; and
 - eight or more demerit points when holding a licence for more than one year but less than two years.

In these situations when the person has been served with an Excessive Demerit Points Notice (EDPN) they will be disqualified for the period stated in the notice. Further information on demerit points can be found in section 3.2.3.

3.2.2 Suspension and Cancellation

When a person is disqualified from holding or obtaining a driver licence, as outlined above, their driver’s licence is suspended or cancelled under either sections 51 or 75 of the *Road Traffic Act 1974*.

Section 51 applies if the person holds a provisional licence or they do not hold a licence, but, if they were to be granted a licence it would be a provisional licence. Section 75 will operate for full licence holders (those that are not provisional).

Examples below demonstrate how disqualifications, suspensions and cancellations apply:

Example One

A provisional licence holder becomes subject to an Excessive Demerit Points Disqualification. The **person is disqualified** by operation of the law and their **driver's licence is cancelled** by the operation of section 51 of the *Road Traffic Act 1974*. When the disqualification period ends the person has to make an application for the grant of a new driver's licence.

Example Two

A person with a full licence is convicted by the courts for the offence of Reckless Driving and is given a six month disqualification. The **person is disqualified** for six months and their **driver's licence is suspended** by the operation of section 75 of the *Road Traffic Act 1974*. When the disqualification period ends so will the suspension of their driver's licence and they can recommence driving (provided the licence has not expired and is not subject to any other period of suspension, e.g. fines suspension or excessive demerit points suspension).

In conclusion:

Suspension/Cancellation = 

Disqualification = 

3.2.3 Demerit Points Scheme

The Demerit Points Scheme is a national program that is currently in place in all Australian jurisdictions. Demerit points are a form of penalty that may be imposed for a range of driving offences. The number of demerit points accrued will vary according to the type of offences committed. If you accumulate too many demerit points it will result in you being disqualified from holding a driver's licence and the suspension or cancellation of your driver's licence.

Novice Drivers - Graduated Demerit Point Scheme

The Novice Driver Graduated Demerit Point Scheme was introduced to encourage inexperienced drivers to adopt good driving practices.

The scheme is underpinned by research findings that confirm the number of infringements and convictions received as a Novice Driver is a good predictor of future road behaviour. This is especially true for the involvement in crashes. The time immediately after obtaining a licence is the best time for riders/drivers to develop safe driving behaviours. Influencing driver behaviour at an early stage of the driving experience will help Novice Drivers to develop safe riding practices.

All novice drivers are subject to lower demerit point limits. The demerit point limit applied to Novice Drivers is dependant on the length of time a person has held a driver's licence.

For the purposes of the Novice Driver Graduated Demerit Point Scheme a person is a novice driver until they have held a drivers licence for a period of two years, or periods adding up to two years. This includes;

- first time learner's permit holders;
- holders of a provisional driver's licence;
- drivers from overseas who have not held a driver's licence for at least two years; and
- holders of an extraordinary driver's licence (who have not held a driver's licence for at least 2 years).

There are two types of novice drivers:

Novice Driver Type 1 is any person until they have held a driver's licence for a period of one year or periods adding up to one year. A Novice Driver Type 1 also includes first time Learners Permit holders and persons who have never held a driver's licence. These drivers will be disqualified from driving for a minimum of three months if they accrue a total of **four or more demerit points**.

Novice Driver Type 2 is a person who has held a driver's licence for at least one year, but less than two years or periods adding up to two years. A Novice Drivers Type 2 will be disqualified from driving for a minimum of three months if they accrue a total of **eight or more demerit points**.

As a novice driver if you are disqualified for exceeding the demerit point limit:

- you will not be eligible to apply for an Extraordinary Licence;
- you will not be able to elect the Double or Nothing option (i.e. riding on “a good behaviour period”);
- you will not be able to lawfully drive at all, even if it is critical for your work or study; and
- your driver’s licence will be cancelled or Learner’s Permit suspended.

For more information about the Graduated Demerit Point Scheme please visit www.transport.wa.gov.au/novice

Full Licence Holders - Demerit Points

Demerit points that are accrued by a rider expire after 3 years from the date the offence was committed. Under the provisions of the *Road Traffic Act 1974*, a person who holds a full licence and who accrues 12 or more demerit points is liable to a disqualification from holding or obtaining a driver’s licence.

Demerit points are always recorded against a person not a driver’s licence. The recording of demerit points on the Department of Transport demerit point register will always reflect the date the offence was committed, not the date the points were placed on the register. The offence date is important as it determines the validity of the demerit points against the 12 point limit.

The length of the disqualification period is determined by the number of points accrued. If you accumulate more than 12 demerit points the length of the disqualification period increases, as shown below.

Demerit points accrued	Disqualification period
12 to 15	3 months
16 to 19	4 months
20 +	5 months

You can find out how many Demerit Points you have accrued by ringing the automated Demerit Point Hotline on 1300 720 111 or online at www.transport.wa.gov.au/dvs

Good Behaviour Period (Double or Nothing)

‘Double or Nothing’ is an option where eligible drivers who have accrued 12 or more demerit points can elect a Good Behaviour Period (GBP) rather than be disqualified from riding. To elect a GBP you must first be served with an Excessive Demerit Points Notice (disqualification notice) and make your election within 21 days. By electing the Double or Nothing option you can continue to ride but you must agree to riding for a period of 12 months without committing any further driving offences.

The “Double or Nothing” option does not apply to novice drivers and provisional licence holders.

If during the 12 month GBP a rider accrues more than one demerit point or they commit an offence which leads to a court conviction, they will be disqualified for double the original disqualification period. In summary, WA licence holders can elect to undertake the Double or Nothing option, unless;

- they are novice drivers;
- they hold a provisional driver’s licence;
- their licence is already cancelled;
- their licence is invalid for any other reason; and/or
- their licence is under fines suspension. If the fines are paid to clear this suspension within the 21 day election deadline a rider may elect to drive on a GBP.

Double Demerit Points

This rule applies to all road users. However, it is especially easy for Novice Drivers to exceed the lower demerit point limits and be disqualified during the periods of double demerit points.

At certain holiday periods, like Easter, Christmas and long weekends, demerit points for certain traffic offences are doubled.

For more information on the periods of double demerit points please visit the Office of Road Safety website at www.ors.wa.gov.au.

3.2.4 Other Penalties for Traffic Offences

Other than demerit points, penalties may include fines or confiscation of vehicles depending on the type of offence. Other common offences and the penalties applied can be located in the “Drive Safe” publication available online at www.transport.wa.gov.au/dvs or at any Licensing Centre or regional Licensing Agent.

Fines are based on Penalty Units. The value of a Penalty Unit (PU) is \$50 (NOTE: These penalties are reviewed from time to time. They are correct at date of publication.)

Speeding and other Minor Traffic Offences

Every state or territory in Australia has penalties for speeding and for minor road traffic offences. The penalty for these offences may include the accrual of demerit points and/or a monetary fine or both, depending on the offence.

The extent of the penalty is determined by the severity of the offence, for example a driver exceeding the speed limit by less than 9 km/h could incur a fine of 1.5 penalty units (PU). In contrast, a driver exceeding the speed limit by more than 40km/h could incur a fine of 20 PU and 7 demerit points.

Speeding at or above 45 km/h over the speed limit or in excess of 155 km/h is considered as reckless driving. The police will impound your vehicle for this offence and on conviction you will be disqualified for six months or more.

Confiscation/Impoundment of a Vehicle

'Anti-Hoon' legislation in the *Road Traffic Act 1974* provides police with the power to impound any motor vehicle driven recklessly or where a person drives while disqualified from holding or obtaining a driver's licence or whose licence is cancelled or suspended. Drivers who drive without a licence will have their vehicle impounded for 28 days. Police may apply for a further three month impoundment for a second offence and confiscation of the vehicle after three or more offences.

Riders or drivers who do burnouts, drive recklessly or exceed the speed limit by more than 45 km/h will have their vehicles impounded at the roadside for 28 days for the first offence, and three months for a second or subsequent offence. The police can also apply for confiscation of the vehicle used in the offence if you are convicted of three or more offences.

All costs associated with the impoundment are the responsibility of the driver.

You can find further information about vehicle impoundment online at www.police.wa.gov.au.

Alcohol/Drug Related Offences

Novice drivers commit an offence for driving or riding with any detectable Blood Alcohol Content (BAC).

For drivers with a full licence the penalties for driving with a BAC exceeding 0.05 per cent include fines, demerit points or disqualification from driving/riding. A driver may have their licence cancelled if convicted for a second or third offence.

For further information on penalties for drink driving offences please go to www.transport.wa.gov.au/dvs

REVIEW QUESTIONS

Q1	What is the penalty for attempting to bribe an officer of the department in order to obtain a licence?	Ban from re-applying	Prosecution	A letter of caution
Q2	Complete the sentence: “Disqualification” means you...	Are not permitted to - hold a driver's licence; apply for a driver's licence, or be granted a driver's licence	Have failed your practical assessment	Need to book another practical assessment to requalify
Q3	Complete the sentence: If your driver's licence is “cancelled” you...	Can recommence driving at the end of the disqualification period (provided the licence is still current/valid)	Must inform the Department that an error has occurred and can drive again once it is fixed	Must apply for a new driver's licence when the disqualification ends in order to ride again
Q4	Complete the sentence: If your driver's licence is ‘suspended’ you...	Can only drive for work related activities	Can recommence driving at the end of the suspension period (provided the licence is still current/valid)	Can never drive again

Part 4

Licences from Interstate or Overseas



There are very strict laws about riding legally in Western Australia. Breaking these laws may lead to infringements, prosecution, fines, imprisonment and litigation.

All riders must comply with the law when riding in WA, including riders from interstate and from other countries, who either visit or intend to stay in WA. At the time of publication of this edition;

- it is illegal to drive in WA without a current and valid driver licence;
- if you have held a permanent residency visa for three months or more since residing in WA, or your overseas driver licence has expired, you cannot drive until you have obtained a Western Australian driver's licence; and
- if you have held a driver licence for less than six months (either overseas or Interstate), you cannot drive between midnight and five am. Some exemptions do apply i.e. if you are driving directly to or from work, directly to or from school, or you are driving in the course of your work. You cannot drive between midnight and 5:00am for any other reason.

4.1 Requirements for Interstate Licence Holders

If you intend to live in Western Australia (WA) you must apply for a WA driver's licence within three months of residing in the State.

In order to obtain a WA driver's licence you will need to attend a Licensing Centre or regional Licensing Agent and;

- present your interstate driver licence*;
- present one form of secondary proof of identification (**original documents only**);
- present proof of your WA residential address;
- present one document that shows your signature; and
- pay the licence application fee (only required if your interstate licence has expired).

*If you do not have your interstate licence you will be required to provide a form of primary identification.

If you are a pensioner or senior you may be eligible to receive a concession on your driver's licence fee.

4.2 Requirements for Overseas Licence Holders

The period in which you are able to drive lawfully in WA depends on whether you are a visitor or a resident. If you do apply for the grant of a WA driver's licence the process you are required to undertake will depend whether your licence was issued by a recognised or non-recognised country.

4.2.1 Visitors

Visitors are;

- tourists;
- people on business trips;
- people on temporary visas;
- people with a working holiday visa;
- students studying in WA; and
- overseas Defence Force Personnel and their families.

If you are an overseas visitor to WA, you may ride a motorcycle on your overseas licence for as long as it remains valid in the country of issue. You can only ride the type of motorcycle your licence authorises you to ride according to the country of issue.

You must have a valid licence to ride in WA.

To drive lawfully on WA roads using your overseas driver's licence or International Driving Permit (if applicable), you must:

- hold a current licence that is not suspended or cancelled (you cannot drive on your overseas licence if you are disqualified from driving or your driving privileges are withdrawn);
- carry your licence (and International Driving Permit, if applicable) with you and show it to a Police Officer when required;
- ride only those motorcycles that you are authorised to ride; and
- comply with any other conditions of your licence.

If you use an overseas licence or International Driving Permit and any of these documents are not in English, you must carry an approved English translation of either of these documents with you while you are riding. For information on approved translation services please refer to our web page at www.transport.wa.gov.au/dvs

4.2.2 Residents

If you hold a permanent residency visa granted under the Migration Act 1958, you can drive in WA on a valid overseas licence until you have usually resided in WA for three months since the granting of the visa.

While holding a **valid** overseas driver's licence you are permitted to drive in WA if:

- The licence has not expired; been cancelled or suspended in your home jurisdiction;
- You have been residing in WA for up to (but not exceeding) three months since the grant of the permanent residency visa; and
- The Director General (DG) of the Department of Transport has not withdrawn your driving privileges.

You should take action to secure a WA driver's licence before the expiry of the three month period. Upon the expiry of the three month period, you are no longer authorised to drive any vehicle on your overseas licence.

4.2.3 Licensing for Riders from Recognised Countries

When applying for a WA driver's licence, holders of driver licences issued in 'recognised' countries are exempt from the theory and practical assessments for C and R class vehicles only, provided their licence has not expired by more than 12 months. However all other requirements of the application process must still be met, such as providing proof of identity, age and WA residency.

The table below lists the recognised countries at the time of print.

Recognised Countries			
Austria	Germany	Jersey	Spain
Belgium	Greece	Luxembourg	Sweden
Canada	Guernsey	Malta**	Switzerland
Croatia	Ireland	Netherlands	United Kingdom
Denmark	Isle of Man*	New Zealand	USA
Finland	Italy	Norway	
France	Japan	Portugal	

*Only recognised if the Isle of Man licence was issued on or after 1 November 1991

**Only recognised if the Maltese licence was issued on or after 2 January 2004

You are required to present the following documents at a Licensing Centre or regional Licensing Agent when applying for the grant of a WA driver's licence:

- *Your overseas licence*

If your licence is not in English you must provide an approved official translation. This translation may be from:

- a) accredited translators;
- b) an overseas consulate; or
- c) **Department of Immigration and Citizenship (DIAC)** translation service.

For further information in relation to approved translation services please visit www.transport.wa.gov.au

- *Proof of your identity, age and WA residential status with primary and secondary identity documents*

One of these documents must contain your signature. Examples of documents you can present are:

- primary - Birth certificate, Passport, Australian Citizenship or Immigration Visa; and
- secondary - Medicare card, Health care card or bank, credit or debit cards or a bank passbook.

You will also be asked to present a document that shows your current WA residential address, for example telephone or electricity account, lease agreement or bank statement.

If you have an overseas driver licence but have not held it for two or more years, or you are under 19 years of age, you will be issued with a provisional licence. Your licence card will be endorsed to show when the provisional driving period ends.

4.2.4 Licensing for Riders from Non-Recognised Countries

Non-recognised countries are all the remaining countries which were not listed on the previous page.

In addition to the documentation steps outlined above, it may be appropriate for you to pay for and pass one or a number of theory or practical assessments when applying for a WA driver's licence depending on the type of vehicle class you want authorisation to ride/drive.

As an overseas licence holder, if you fail the practical assessment, you can rebook and undertake a further assessment without having to comply with the seven-day waiting period.

However, should you fail the practical assessment and the Assessor decides that "*in regard to the safety of the public generally it is not desirable that the person should be permitted to drive a motor vehicle*", the Assessor will contact the Driver Assessment Branch at the DoT for further advice. Where appropriate, this Branch will prepare and arrange the serving of a withdrawal of driving privileges notice.

If your driving privileges are withdrawn you will no longer be authorised to drive on your overseas licence. You will be required to pass all assessments for the grant of a WA driver's licence before driving unsupervised in WA. It could mean that the rider will be disqualified from riding in WA and require more training.

The *Driving in Western Australia* booklet published by Northern Suburbs Community Legal Centre Incorporated⁵ is another valuable information source for recently arrived

⁵ Driving in Western Australia (October 2010), the Northern Suburbs Community Legal Centre Inc.

migrants from non-English speaking countries who wish to apply for the grant of a WA driver's licence. The booklet explains the laws of WA, driver/rider licences and common driving issues.

This booklet has been produced by the Northern Suburbs Community Legal Centre Inc. in collaboration with the Department of Transport, WA Police, and Edmund Rice Centre (Mirrabooka). You can obtain a copy of this booklet at the Northern Suburbs Community Legal Centre Inc. and Edmund Rice Centre (Mirrabooka).

The Department of Transport also provides additional advice to people from non-English speaking countries online at www.transport.wa.gov.au/dvs

REVIEW QUESTIONS

There are no review questions for this topic

Part 5

Motorcycle Rules and Regulations



Whether you are a learner rider, novice rider, experienced rider, riding instructor, riding assessor, or other road user, it is your responsibility to keep up-to-date with changes in road rules and regulations.

5.1 Motorcycle Specific Rules

In addition to the general road rules and regulations, you must also comply with specific motorcycle rules and regulations while riding your motorcycle.

- You and your passenger(s) must wear an approved safety helmet compliant with Australian and New Zealand Standard (AS/NZS) 1698 (failure to do so will incur a fine and demerit points).
- If the motorcycle is moving, you must be correctly seated on the motorcycle, facing forward, with at least one hand on the handlebars and both feet on the footrests.
- Your motorcycle must have a current licence and display the number plate (see below) - it is an offence to ride, cause or permit another person to ride an unlicensed motorcycle on a road or road-related area.
- You can position your motorcycle anywhere within the lane providing it is safe and reasonable.
- Where the motorcycle is equipped to carry one pillion passenger, you can carry only one pillion passenger (additional passenger can be carried in a side car should the motorcycle be equipped with one).
- The number of passengers carried cannot exceed the number of seats designed to carry passengers.
- You must ensure that pillion passengers are at least eight years of age and are able to keep both feet on the footrests whilst facing forward.
- Passengers in sidecars and on motor trikes must be safely seated.
- Passengers must not impede your control of the motorcycle.
- Passengers must not block the display of signals to other motorists.

Riding an unlicensed vehicle on WA roads carries significant financial penalties for the rider and licence holder of the motorcycle. This is due to the fact that compulsory third party insurance is not valid when an unlicensed vehicle is driven on public road.

You could be held personally liable to pay compensation to any person injured as a result of a crash involving an unlicensed motorcycle. There are severe penalties for riding an unlicensed motorcycle on the road.

- The number plate/s on the motorcycle you ride or own must be;
 - issued by the Department of Transport;
 - able to be seen and read clearly from anywhere within a 45 degree arc of the motorcycle's centre line, at a distance of at least 20 metres. That means the plates cannot be obstructed by anything;

- clearly readable – not dirty, worn or damaged;
- free of any characteristics that would prevent the detection of traffic offences;
- returned to the Department of Transport after the vehicle licence of the motorcycle has expired and the owner does not wish to renew the licence; and
- the rear number plate must have a light so that it is clearly visible at night.

It is an offence to:

- alter number plates in any way;
- attach a number plate to any vehicle other than the one to which it is licensed by the Department of Transport;
- use a number plate cover that is not flat, clear and untinted;
- have a number plate obscured;
- bend the plate in a direction that prevents it being seen or detected by photographic or number plate recognition devices; and/or
- use or manufacture imitation number plates.

5.1.1 Carrying Passengers, Loads and Animals

Your motorcycle will act differently when it is carrying a load, whether it is luggage or a pillion passenger. The motorcycle will not accelerate or brake as quickly and it will handle differently around corners and over bumps.

Remember that extra weight will require different handling. Therefore, increase your following distance behind other vehicles and allow more time to speed up or slow down.

Pillion Passengers

Pillion passengers who are not used to being on a motorcycle may act unpredictably. Therefore, it is advisable to instruct your passenger to relax, hold onto the “grab rail” or your waist and follow your lead when leaning.

Wearing protective clothing and a helmet is equally applicable to a pillion passenger as it is to the rider.

Wearing an approved helmet is required by law.

As a rider it is advisable that prior to the ride, you:

- Check the motorcycle manual on how to adjust the preload suspension to carry an extra weight;
- Add air to tyres if required; and
- Adjust your mirrors with you and the pillion both sitting on the bike.

Ride smoothly, slowly and carefully. Maintain your concentration by not talking to your passenger.

Never rely on a pillion's judgement or advice as to whether it is clear to proceed. You should always look and decide for yourself.

A pillion passenger must be at least eight years of age and be able to put both feet firmly on the foot pegs. They must be seated astride of the motorcycle and facing forwards.



Sidecars and Passengers

Since a motorcycle has totally different handling characteristics when attached to a sidecar, it is recommended that you practise in a quiet area without traffic first; paying particular attention to the way the motorcycle accelerates, steers and stops. The motorcycle rider must not ride with more sidecar passengers than the sidecar is designed to carry.

If you are a passenger being carried in a sidecar you must wear a correctly fitted and securely fastened approved motorcycle helmet and remain safely seated.

Carrying a Load

Motorcycles are not designed to carry large loads. Your motorcycle manual will give you a total weight your vehicle is designed to carry, including rider and pillion.

There are many different kinds of luggage available for motorcycles, including panniers, or saddlebags, tank bags and seat bags. You can use more than one of these to balance the weight of your load.

When packing, keep the load:

- **Low** – Ideally with the use of panniers or on the seat. If a load is too high it may unbalance your motorcycle. Avoid carrying heavy or unwieldy loads on your back.
- **Forward** – Place your load above or in front of the rear axle as anything behind the rear axle can potentially have a serious effect on the handling.
- **Balanced** – Filling panniers evenly or strapping heavier loads onto the seat.
- **Secure** – By using one or more of the options previously mentioned or strapping the load carefully to the motorcycle. A loose load or strap could become caught in the rear wheel or chain and cause a crash. Extreme care should be taken when using straps with hooks as these are a major cause of eye loss.

Finally, make sure that your load does not project from the motorcycle (or side car if fitted) in a way that is likely to injure or obstruct other vehicles or pedestrians, or cause damage to a vehicle or anything else (including the road surface). It is also important that you check your load periodically to ensure that it remains secure.

Carrying Animals

Riders **must not** carry any animal between themselves and the handlebars. The only exception is if the person who rides with the animal travels a distance of no more than 500 metres on a road for the purposes of a farming activity and that safety is not compromised.

5.1.2 Differences Riding in Metropolitan and Regional Areas

The major differences in riding in the metropolitan (city) and regional areas (country) can be grouped into three categories and are linked to the environment, the density of traffic and the focus of the riders' attention.

Riding in metropolitan areas

When riding in the metropolitan area;

- you need to be aware that you can experience traffic hold ups due to higher traffic density;
- consider other road users and be patient;
- speed limits are generally much lower than in the regional areas;
- areas are mostly built up with high density housing and buildings that contribute to high traffic levels;
- roads have far more signage and frequent traffic control measures; and
- there are far more pedestrians and bicycle riders.

Riding in regional areas

When riding in the regional areas;

- consider other road users and be patient;
- watch out for wildlife and livestock on roads particularly at sunrise and after sunset;
- watch out for tractors towing farm machinery, especially during seeding and harvest times;
- plan your journey to ensure you have enough fuel and water to get you to the next town;
- do not stop on or near bridges, floodways or on narrow sections of roadway;
- Park at the forward end of roadside parking bays to allow others to enter and leave;
- do not pull out on to the roadway when you see another vehicle approaching. Wait until the other vehicle has passed;
- watch for loose gravel on bends; and
- leave sufficient space between your motorcycle and the vehicle in front of you when riding on unsealed roads so that dust does not impair your vision.

5.2 Licensing Recreational Motorcycles (Quad Bikes and Trail Motorcycles)

An off-road vehicle means a vehicle which is not licensed, deemed to be licensed or the subject of a permit granted under the *Road Traffic Act 1974* in accordance with the *Control of Vehicles (Off-road Areas) Act 1978*. Trail bikes can be licensed for use on the road if desired and providing the vehicle meets the appropriate design standards. Quad bikes are not typically licensed for use on the road.

All off-road vehicles which are used in the areas covered by the *Control of Vehicles (Off-road Areas) Act 1978*, other than on private land with the consent of the owner, must be registered at a Department of Transport Licensing Centre or regional Licensing Agent.

Owners of off-road vehicles are required to:

- produce primary Proof of Identity and Age, e.g. Driver's Licence, Passport or Birth Certificate at the time of application;
- produce the registration, copy of transfer notice and transfer receipts (if any) and pay transfer fee at any Licensing Centre or regional Licensing Agent within 14 days of becoming the owner. Failure to take this action may result in prosecution;
- maintain current registration of the vehicle - the off-road vehicle registration is not valid beyond the date of expiry and, unless renewed the number plates must be

returned to the Department of Transport within 15 days;

The third party insurance policy issued under *the Motor Vehicle Third Party Insurance Act 1943* does not apply to a vehicle registered for off-road use.

- ensure that the vehicle is driven within designated areas of operation as required by the *Control of Vehicles (Off-road Areas) Act 1978*.

The Act may be obtained by contacting the Department of Local Government on (08) 9217 1500 or by contacting the relevant Shire or visit www.slp.wa.gov.au ;

- immediately report all accidents that **cause injury** to persons to a Police Station;
- notify the Department of Transport of a change of address, in writing within 7 days, stating a full name, date of birth, vehicle plate number and driver's licence number (relevant forms are available online at www.transport.wa.gov.au/dvs);and
- notify the Department of Transport of a change of ownership, in within 7 days of ceasing to be the owner - the seller must provide the vehicle licence and a copy of the transfer notice to the buyer at the time of sale.

Failure to comply with the regulations as per the *Control of Vehicles (Off-road Areas) Act 1978* may result in a fine of up to \$1,000.

The Department of Transport currently considers each application to licence a quad bike under the *Road Traffic Act 1974* on a case by case basis, with a licence being granted if:

- there is a legitimate need to access or cross one or more public roads; and
- the Department of Transport is confident that the public roads will be used safely.

With a recent increase in popularity of recreational trail bike riding and a decrease in legal recreational riding areas due to land acquisitions and environmental issues, a State Trail Bike Strategy has been developed to identify the issues surrounding the use of trail bikes in metropolitan and regional areas in WA.

The WA State Trail Bike Strategy is an initiative of Motorcycling WA and the Recreational Trail Bike Riders' Association of WA. It is funded by the Department of Sport and Recreation, the Department of Environment and Conservation, the Department of Transport and the Department of Local Government. For more information please visit www.dsr.wa.gov.au/offroad

REVIEW QUESTIONS

Q1	How many pillion passengers are permitted on a motorcycle that is designed to transport pillion passengers?	One	Two. Provided they can fit comfortably	As many as possible
Q2	When loading your motorcycle it is recommended that you keep the load low, forward, balanced and secure. Forward refers to:	Placing your load on the front of your motorcycle	Placing your load above or in front of the rear axle	Placing your load facing forwards
Q3	What must you wear if you are a passenger being carried in a sidecar?	Something warm	A correctly fitted and securely fastened approved motorcycle helmet	Reflective clothing

Part 6

Your Safety



Riding a motorcycle can be great fun and is enjoyed by people of most ages. When riding you should always remember that you are responsible for your own safety, relying on other road users to ensure your safety can be a major hazard. Never rely on other road users to look after you. Even if you are wearing brightly coloured clothing and making eye contact, do not assume that other road users have seen you.

Riding on the road means accepting responsibility for your own safety and showing due care and consideration for all other road users.

One of the most valuable resources you have as a beginner rider, or someone returning to riding, is the knowledge and experience of other motorcyclists and riding instructors. Use it. Ask around when you are considering buying a motorcycle, clothing and accessories. However, always make sure you balance advice; read up on the subject, and ask more than one person.

6.1 Actions you can Take to Ensure your Safety

Riding a motorcycle can place you at a higher crash risk or risk of injury than driving a car. If you are involved in a crash, the chances of being injured are very high. In addition to complying with legal obligations and riding in accordance with road rules and regulations, there are **measures you can take** to increase your own safety when riding a motorcycle, for example:

- maintaining concentration at all times;
- wearing visible clothing so you can be seen by other road users;
- wearing protective clothing; and
- riding a roadworthy vehicle.

The focus of this section is on actions that you need to undertake to ensure your own safety. All these actions are under your control and include maintaining concentration, managing fatigue, wearing protective clothing, and riding a roadworthy vehicle.

6.1.1 Maintaining Concentration

Your survival on the road depends to a large extent on your concentration. Riders who do not maintain concentration at all times have longer reaction times, less adequate observation of the environment, and late and abrupt braking.

You need to be aware that your concentration can be affected by your immediate environment, your health and/or physical condition, and your ability to process visual information. Roadside advertisements, other road users, weather conditions, as well as the monotony of the road are also common factors that can decrease your level of concentration.

Examples of major health-related factors that have a significant impact on your ability to concentrate include the quality of your sleep, the effects of alcohol consumption, as well as an intake of certain medications.

Riding a motorcycle is much more tiring than driving a car. Before you get on the road, ensure that you have slept well. Sleep deprivation often leads to **fatigue** which significantly increases potential for a crash.

Many people think that sleepiness is the most common sign of fatigue. However, for riders a lapse in concentration is the major sign of fatigue. It is in your own interest not to ride if you know you can not concentrate fully. Rider fatigue indicators are:

- running a bit wide on a corner;
- a couple of rough gear changes;
- not seeing a sign;
- day dreaming;
- dry mouth; and
- stiff joints (neck, knees and wrists).

If you have any signs of fatigue, stop immediately and rest.

You can prevent or manage fatigue:

- Even if you are not tired, stop at least every one and a half hours or 150 kilometres.
- Drink plenty of water to keep hydrated.
- Avoid coffee or sweet soft drinks.
- Do not drink alcohol.
- Eat small amounts frequently, simple foods like fruit, nuts, a muesli bar or a little chocolate.
- Avoid fatty foods and large meals before or during a ride.
- In winter, don't make yourself too snug and warm – it is good to be a little cool.

6.1.2 Staying Alcohol and Drug Free

Findings from many studies confirm the adverse effect of alcohol and drugs on reflexes, coordination, depth perception and risk taking behaviour. Factors that can determine the extent of adverse effects include age, body weight and food consumption. Riding under the influence of alcohol and/or drugs is one of the most common causes of crashes involving single or multiple vehicles.

The most significant risks associated with riding under the influence of alcohol and/or drugs are your mistakes and/or a delay in your response to mistakes of others. Both situations can seriously compromise your own safety, as well as the safety of other road users.

Any drink containing 10 grams of alcohol is called a standard drink.

One standard drink will raise an average person's BAC by about 0.01 per cent (grams of alcohol per 100ml of blood), depending upon the factors mentioned.

A measurement of 0.05 per cent BAC means that your body contains 50 milligrams of alcohol per 100 millilitres of blood.

The Department of Health advises that to stay below 0.05 per cent BAC:

- an average sized, healthy woman should have no more than one standard drink in the first hour of drinking and then no more than one standard drink per hour after that; and
- an average sized, healthy man should have no more than two standard drinks in the first hour of drinking, then no more than one standard drink per hour after that.



Even if your blood alcohol content (BAC) is lower than the legal limit, it can still be detrimental to your ability to process information from the environment, control your vehicle, and avoid risks.

Remember, all novice drivers are restricted to zero BAC.

6.1.3 Checking the Effect of Medications

Some medications, whether prescribed by a doctor or purchased over the counter, can impair your safety by causing drowsiness and/or other side effects, such as general weakness, dizziness or drowsiness.

All these symptoms will slow your reaction in an emergency and affect your riding skills. Cough mixtures and antihistamines are only a few examples of such medications.

It is your responsibility to know the effects of any medication before you commence riding.

Check with your doctor or pharmacist and read the label to make sure the medication will not affect your riding ability.

If any medication has an effect on your riding ability you must not ride.

6.1.4 Ensuring you are Seen by Other Road Users

To assist in being seen by other road users, it is recommended that you ride with your headlight on low beam during the day regardless of the weather conditions. The use of fluorescent vests and/or reflective protective gear is also recommended, particularly at night time.

6.1.5 Wearing Protective Gear

As a motorcycle rider you are exposed to the elements and vulnerable to injury much more than car drivers. Wearing appropriate protective clothing will;

- significantly reduce injury in a crash;
- protect you from the weather; and
- improve your comfort when riding.

Purpose-made motorcycle clothing provides better weather and crash protection than ordinary clothing. Wearing proper motorcycle gear will almost certainly make you safer while riding. Some items, such as helmets, are required by law.



Helmet

When riding you must wear an Australian and New Zealand Standard (AS/NZS 1698) approved helmet. The standard has been rigorously reviewed and amended in 2006 and again in 2009. All Australian Standard approved helmets have stickers that must remain permanently affixed to the back of the helmet. Your helmet must:

- fit comfortably but not too tightly (avoid helmets that fit loosely);
- have the chin strap fastened and properly tightened;
- **be replaced** after a crash or a significant impact;
- be replaced if the fittings become loose and/or the straps become worn out; and
- only be cleaned with mild soapy water - some chemicals and cleaners may weaken the shell.

You should never buy a second-hand helmet.

Visor or goggles

These will protect your eyes from the wind, dust, rain, insects and stones thrown up by other vehicles. Visor and goggles must be Australian and New Zealand Standard (AS/NZS 1609) approved.

Only a visor attached to the helmet or goggles will provide the eye protection necessary for riding. Some motorcycles have screens or fairings to provide protection from the weather. These do not provide adequate protection for the eyes and you should still use a visor or goggles. It is recommended that visors and goggles be cleaned with soapy water as solvents can damage the surface. Visor and/or goggles should be;

- clean and without scratches (if your visor or goggles become scratched you should replace them);
- shatterproof; and
- have clear lenses for use at night.

Jackets and pants

These should be highly abrasion and tear resistant and secured at the wrists, waist and ankles to prevent sliding up and exposing skin.

Jackets and pants should;

- be tailored for a riding position;
- completely cover your arms, legs and body; and
- have impact and abrasion protection for your back, shoulders, elbows, hips and knees.

Gloves

Gloves that are specifically designed for motorcycle riding will generally have;

- a strengthened palm area shaped for riding;
- knuckle protection (e.g. an extra layer of leather);
- a fastener around the wrist to prevent sliding off (e.g. zipper and Velcro); and
- an overlap with the jacket (gauntlet style).

Footwear

Footwear designed for motorcycle riding will provide great comfort and protection. Motorcycle footwear generally has:

- strengthening in the instep between the ball of the foot and the heel;
- ankle protection;
- shin protection;
- a fastener around the leg to prevent sliding off (e.g. zipper and Velcro);
- an overlap with the pants (boot style); and
- gear change cover to prevent wear.

Additional protection

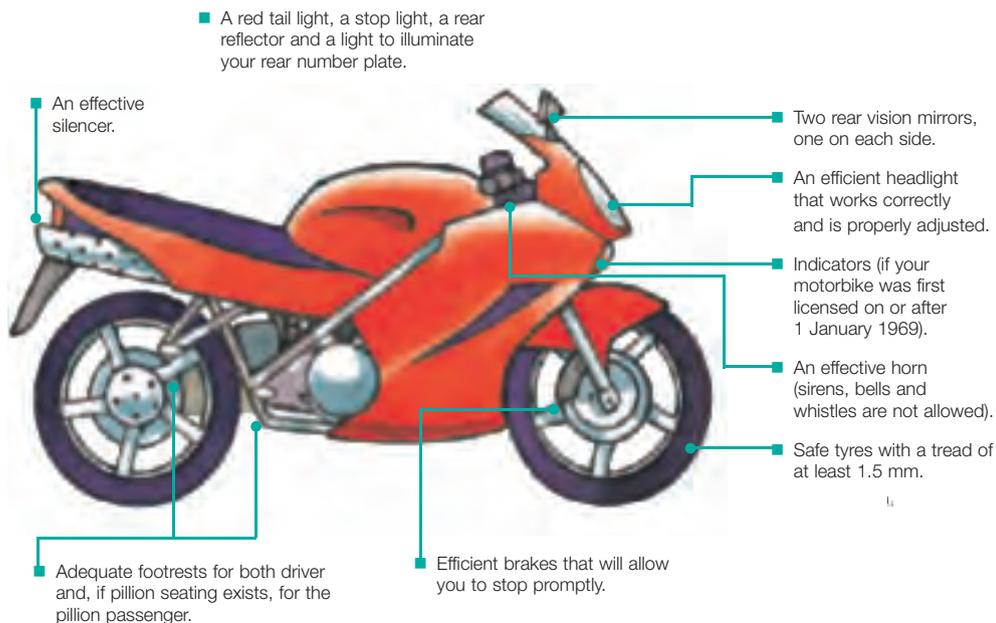
Other rider specific protection devices include back protectors to protect your spine in a crash and kidney belts to support your lower back and reduce fatigue. Dual density foam is recommended. Be aware about varying standards and prices of protective clothing. The most important factor for you to consider is the degree of protection from injury they offer you.

It is a good investment to buy quality protective clothing. You can learn more about protective clothing from *The Good Gear Guide for Motorcycle & Scooter Riders*. Hard copies of this guide are available from Licensing Centres and regional Licensing Agents.

6.1.6 Riding a Roadworthy Vehicle

Before you ride you should make sure that your motorcycle is roadworthy. A roadworthy motorcycle is one that is safe to ride and meets the standards required by law.

Your motorcycle must have the equipment shown in the diagram.



Your motorcycle must not have:

- any ornament or fitting that may cause injury in a crash;
- any lights shining to the rear that are not red (except indicators); or
- any red light showing to the front.

Your motorcycle's roadworthiness should be checked every time before you ride. Basic mechanical checks don't need a mechanic to conduct them and can be done by an informed novice.

Not conducting the roadworthiness checks can be potentially life threatening.

Regular maintenance will keep your motorcycle roadworthy and the vehicle will have a lower exhaust emission. As a minimum you should perform the following checks every time before you ride. If you are unsure of the operation or condition of any feature of your motorcycle, check the manufacturer's manual or seek qualified advice.

Check 1 - TYRES

Tyres should always be checked prior to riding. Put the motorcycle on a stand to allow the wheels to rotate. Check the wear indicators and look for any damage or objects that may have pierced the tyre. If any damage or wear is detected, replace the tyre/s before riding the motorcycle.

The sidewalls of the tyres should not have any cuts, cracks or bumps; if detected the tyre should be replaced before riding the motorcycle. If your tyres wear unevenly there may be a problem with the steering, alignment, tyre pressure or suspension.



Tyres must be in good condition and have a tread at least 1.5 mm deep across the tread surface. Motorcycles must not have re-grooved tyres, unless the tyre was manufactured to be re-grooved.

If you have had new tyres fitted, take extra care until the shiny surface is worn off as they can be very slippery.

Check 2 - TYRE PRESSURE

Tyre pressure is critical to a motorcycle's handling. Under-inflated tyres significantly increase the risk of crashing.

Check tyre pressure in both tyres with a tyre gauge. This is best done when the tyres are cold and before you ride. Make sure the pressure is within the manufacturer's recommendations or they may overheat and fail.

Remember that if you are carrying a pillion passenger or a load of gear you may need to increase the tyre pressure. Your motorcycle mechanic, tyre supplier or owner's manual should be able to advise you about the best pressure to use.

Tyre pressure should be checked regularly, at least every two weeks. If your tyres wear unevenly, there may be a problem with the steering, alignment suspension or tyre pressure.



Check 3 - CHAIN TENSION

By rotating the rear wheel you will be able to detect any tight spots in your drive chain. For the correct chain adjustment, you should consult your motorcycle mechanic or owner's manual. When adjusting the chain tension, find the tightest spot and make the adjustment as per instruction in the manual. Riding with a slack or worn chain can cause the rear wheel to lock. If your motorcycle has a shaft drive, check for oil leaks at the seals and hub.



Check 4 - LUBRICATE THE CHAIN

Make sure you apply lubricant to the pivot points and avoid any overspray going onto the tyres or brake rotor. It is best to oil the chain when it is hot. If you are on a long trip over several days, it is suggested that the chain be oiled at the end of every day.



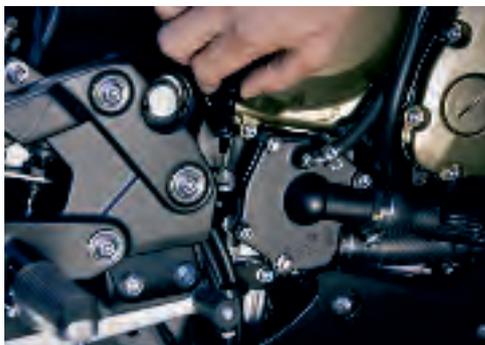
Check 5 - BRAKE PADS FOR WEAR

A quick look into the calliper should let you know if there is sufficient material left on the pads. If you are unsure as to their wear level, consult your motorcycle mechanic.



Check 6 - LEVEL OF ENGINE OIL

Make sure that the level of the engine oil is between the high and low marks on the inspection window or the dipstick. Overfilling the engine with oil can cause oil leaks.



Check 7 - LEVEL OF BRAKE FLUID

Check the level of brake fluid on both the front and rear master cylinder reservoirs. On motorcycles with hydraulic clutches check that the fluid level on the clutch master cylinder reservoir is between the high and the low marks.



Check 8 - LEVEL OF COOLANT

Check the level of coolant in the coolant reservoir tank (liquid cooled motorcycles only). Top it up if required.



Check 9 - FORK LEGS

Check the fork legs especially around the fork seals. There should not be any evidence of fork oil leakage. Leaking oil on a tyre or brakes is a major safety concern.



Check 10 - ELECTRICS

Check whether all of the electrics are working properly, including the lights, high and low beam, all of the indicators, brake lights, both front and rear brakes and the horn.

Also, check your battery and if the fluid level is low, fill it to just above the cell plates with distilled water.



Check 11 - CABLES

Check cables where fitted e.g. clutch, brakes and accelerator for signs of fraying or wear and lubricate as required with oil or grease where appropriate. Regular lubrication will prevent the cables from wearing and stiff operation.

In addition to regular checks, all motorcycles need regular servicing. The bike's manual will suggest times when the motorcycle needs a service. The service will require specialist knowledge or tools and should be conducted by a professional motorcycle mechanic.



6.1.7 Riding a Borrowed Motorcycle

Increased caution is required when riding a borrowed motorcycle - every motorcycle handles differently and it is much easier to make mistakes on an unfamiliar motorcycle. If you decide to borrow a motorcycle, before you attempt to ride it, you should always ensure that you know how to operate the controls and switches and that the motorcycle is both safe and roadworthy. It is also your responsibility to make sure the motorcycle is licensed.

It is an offence to lend a vehicle to a person who is not authorised to drive or ride it.

The best solution is not to lend or borrow a motorcycle.

6.1.8 Maintaining Appropriate Riding Posture

When you first get a motorcycle adjust the controls to suit your height and build. Correct riding posture reduces fatigue and improves control. To control a motorcycle efficiently, your body must be in the correct position

The five key points of riding posture that apply to all types of motorcycles are:

1. sit well forward;
2. keep your head up and point your chin in your direction of travel;
3. relax your arms and place minimal weight on your wrists;
4. keep your back relaxed and support your weight with your stomach muscles;
5. grip the motorcycle firmly with your legs and knees.



6.1.9 Adapting your Riding to Hazardous Weather Conditions

Although WA does not experience the same extreme weather conditions as some other countries, you should be prepared for variety of conditions on the road. Safe riding requires you to always ride in such a way that you are able to stop in the distance you can see to be clear. This will vary with the density of traffic and, to a large extent, with weather conditions, including bright sun, fog, rain and high winds.

- **Bright sunshine** may cause significant dazzle. When the sun is shining in your mirrors, adjust them to give you the best visibility with the minimum of glare. When overtaking, be aware that other road users in front of you have difficulties with seeing behind.
- **Sunrise or Sunset** will make it hard for you to be seen by other drivers, irrespective of whether you put the lights on and wear brightly coloured protective gear. You must exercise extreme caution when riding at these times.

- **Heat Haze** on open roads can hide approaching vehicles from view. Make sure that the path is clear before you overtake other vehicles, especially long vehicles.
- **Fog** reduces riders' perception of speed and visibility. It also encourages riders to closely follow a vehicle in front in order to see the vehicle lights ahead. You must adjust your speed to the density of the fog. Riding in the fog is tiring, so watch for the signs of fatigue and take more rest if necessary, see section 6.1.1 for more information.
- **Rain** can significantly reduce visibility. When riding in the rain:
 - Remember that after a long dry spell followed by rain the roads usually become very slippery and your stopping distances will be much longer. You should therefore, ride very carefully and slow down.
 - A film of water can build up between the tyres and the road which is known as '**aquaplaning**'. This can result in a lack of control and lighter than normal steering. To avoid aquaplaning, you should keep your speed down. If you do aquaplane ease the throttle off smoothly.
 - Avoid painted arrows and road markings as they are usually very slippery. If your rear wheel starts to skid as you accelerate, you must ease off the throttle to gain control.
 - If you ride through a deep puddle you should ride slowly in a low gear and after you are clear of the water, test that your brakes work effectively.
 - If the spray from vehicles ahead makes it difficult for you to see, you should drop back until you can see clearly.
- **High winds** can cause strong gusts on entering or emerging from under bridges, crossing an open valley and riding into open country. High winds can cause vehicles, especially high sided ones, to veer suddenly. A slip stream may result where smaller vehicles are pulled towards the larger vehicle during overtaking. In such situations you may need to counter high winds by using a firm grip on the handlebars and considering leaning the motorcycle into the wind to compensate for the sideways force.

When riding in windy conditions keep your speed down as wind buffeting can affect the handling of your motorcycle.

6.1.10 Planning your Route

In order to have an easier and pleasant journey with less stress, it is recommended you plan your route before starting out. Avoid busy times if possible and allow plenty of time for potential hold-ups, especially if you have an appointment to keep. Media traffic reports can be of great assistance.

Where you are unfamiliar with the area or route, it is a good idea to plan ahead with the use of any of the following;

- a map;
- satellite navigation equipment;
- motoring organisation information; and
- using an internet route planner.

6.2 Riding at Night

At night there are significantly less vehicles on the road, but visibility is lower than during the daytime. Headlights will not show the rider a road as clearly as daylight will. Also, other road users may have trouble in seeing a headlight or tail light because of other lights. While riding at night, motorcycle riders are advised to take extra care and apply safety measures.

- Riders must ensure that they can **see as clearly as possible**. Therefore riders should avoid wearing a dark tinted or scratched visor or tinted glasses.
- Riders need to **be able to stop within the distance they can see ahead**.
- Riders can **use high beam** for extra seeing distance, except when within 200 metres of another vehicle.
- Riders may need to **slow down and look off centre** if an on-coming vehicle has not dipped its high beam.
- Riders must ensure they **can be seen on the road**.
- Riders should **ride more slowly** at night to give themselves more time to read the road and react to any potential hazards.

Make sure that any reflectors and all indicators and other lights on your motorcycle are clean.

Wear a reflective vest when you ride at night.

REVIEW QUESTIONS

Q1	If you lose concentration whilst riding, what else is likely to occur?	You will have quick reflexes	Your reaction time will be slower	You will feel ill
Q2	What should you do if you need cough medicine prior to riding?	Ask your doctor, pharmacist or check the medicine label to see if it could affect your riding	Take the medicine an hour before riding	Ride if you feel alright
Q3	What is the minimum permitted tread depth on any tyre before it is considered illegal?	1.7mm	1.0mm	1.5mm
Q4	What is recommended for cleaning your helmet?	Industrial cleaner	White spirits	Mild soapy water

Part 7

Safe Riding Skills



Some of the challenges you will face on the road will be out of your control, for example behaviour of other road users, weather conditions or the road surface. However, you have control over other factors, such as your physical well being, wearing quality protective clothing, and riding a roadworthy vehicle.

There is no known definition of a safe rider. Therefore, it is necessary to adopt a cross disciplinary approach, involving the law, the science of human behaviour and road craft in order to identify factors which play a critical role in ensuring and maintaining riders' safety. The multi-disciplinary approach identifies that on-the-road safety depends on the combination of riders' attitude, knowledge and riding skills.



If you are unsure how these factors interact with one another and impact on your safety consider the following scenarios:

Scenario 1

Igor is an experienced rider who has an excellent knowledge of road rules and regulations. His motorcycle is always well maintained. He is considering riding home from a BBQ. He has had a long day and he is feeling tired. He has a choice of staying overnight at his friend's house. Instead, he opts for exceeding the speed limit to get home quickly. Is his decision sound? Is he showing regard for his safety and that of other road users?

Scenario 2

Penny is very proud of her newly acquired rider status. Despite a few trips to the shops, she has not spent much time riding her new scooter. She knows the traffic and road rules, and is safety aware. Having had a pleasant day, she offers her friend a ride

home. She is convinced she will manage the ride in peak traffic across the city. Is her decision supported by her skills/experience? Is she endangering her own safety and that of her friend?

Scenario 3

Rob has recently obtained a licence authorising him to ride a moped. He is an experienced off-road rider from the years he spent on the family farm. He is safety-aware and never rides when fatigued or under the influence of alcohol and/or drugs. However, having recently moved to the city, he is unsure of what to do when approaching an intersection or roundabout. He promised himself he would, one day, learn the rules. So far, he has not done it. He has been riding to and from work across the city every day of a week. Does Rob know enough to be safe? Is his lack of knowledge dangerous to others?

What the above scenarios demonstrate is that on its own just one of the elements won't ensure your safety.

Your safety depends on how well you can simultaneously apply your knowledge of road rules and regulations, use safe riding skills and adopt an appropriate attitude.

7.1 Rider's Attitude and Safe Riding

How you feel is reflected in how you act and interact with others. You act differently when you are angry, stressed and/or unhappy compared to when you are relaxed and happy. You can improve your safety by ensuring that you do not ride when you are angry, stressed and/or unhappy.

All too often, some road users may display a less-than-courteous behaviour in their interactions with other road users. A person's ability to judge a situation and make sound riding decisions may be impaired by a bad mood. Sadly, a bad mood is often reflected in aggressive driving behaviour, such as:

- road rage;
- tailgating (following too close);
- speeding;
- reckless riding; or
- running red lights.

When drivers display any of the above behaviours they may be prone to make mistakes and consequently, cause injury to themselves or other road users.

As much as you can control your own moods and behaviour, you cannot control the mood and behaviours of other road users. You can only influence these through your attitude, actions, and by riding in a safe manner. The best option is to stay impartial and not react to inappropriate behaviour, such as threats and obscene gestures made toward you by other road users.

If you are a target of aggression, do not succumb to the behaviours of others, for example, if you are tailgated, do not accelerate in order to accommodate the driver/ rider behind you. Remain calm and maintain an appropriate speed (within the prescribed speed limit) and buffer between yourself and the vehicle ahead of you (see section 7.3.6).

Reacting to aggressive driving behaviour with shouting and/or offensive gestures may further fuel the aggression and may lead to a more unsafe situation developing.

7.2 Roadcraft

The term ‘**roadcraft**’ originated in the 1950s in the United Kingdom (UK). It is the name of UK’s Police driving manual that outlines a system of control for cars and motorcycles.

“The purpose of the system of motorcycle control is to provide ways of approaching and negotiating hazards that is methodical, safe and leaves nothing to chance. The system promotes careful observation and planning, and a systematic use of the controls to achieve machine stability.

Drawing together all riding skills in a coordinated response to road and traffic conditions is central to roadcraft. It gives you the time to select the best road position, speed and gear to negotiate the hazard safely and efficiently.

The benefits of applying a systematic approach to driving is that the simultaneous physical and mental demands on the vehicle and the driver are reduced by separating the phases of manoeuvres into logical sequences. This allows both the driver and the vehicle to avoid being overwhelmed by having to do too much at the same time. For example, braking and steering at the same time place greater demands on the vehicle’s available grip and in the worst case can lead to a skid.”⁶

In Australia, the system of vehicle control is generally applied with the following phases:

1. **Course** – a route planned to follow;
2. **Mirror** - to monitor traffic behind in order to assist with the best approach;
3. **Signal** - to warn other road users;

⁶ P. Coyne (1996) The police foundation Motorcycle ROADCRAFT, police rider’s handbook to better motorcycling, Chapter 2, p.29

4. **Brake** - appropriate to the hazard being approached, attained by using explicit braking or throttle control (engine braking) and always being able to stop in the distance you can see to be clear on your side of the road;
5. **Gear Selection**- appropriate for maximum vehicle control through the hazard, selected in one shift; and
6. **Acceleration** - for clearing the hazard safely.

***A phrase to help remember the principles of “roadcraft” is:
Can My Safety Be Given Away?***

Your roadcraft will progressively improve as you gain training and riding experience.

7.3 Safe riding skills

Riding is never risk free, but you should aim to ride in a “low risk” manner. Riding “low risk” means adopting safe riding skills which include observation, speed management, road positioning, decision making and hazard perception.

7.3.1 Observation

The road environment is constantly changing and requires high levels of observation and concentration. The key to good observation is scanning, checking mirrors, conducting head checks, and positioning your head for turns.

Scanning

As opposed to focusing on one target, scanning is keeping your eyes moving, checking in one area for a couple of seconds, then moving your eyes to another area. When scanning, try looking;

- in the distance;
- at the road surface;
- to your left;
- to your right; and
- at your mirrors and instruments.

***Before moving off from traffic lights, check all directions
to make sure the traffic that would otherwise cross
your path has stopped.***

Checking Mirrors

Every few seconds you must check the mirrors to always know what is behind you. There are also particular times when it is very important for you to check the mirrors, for example:

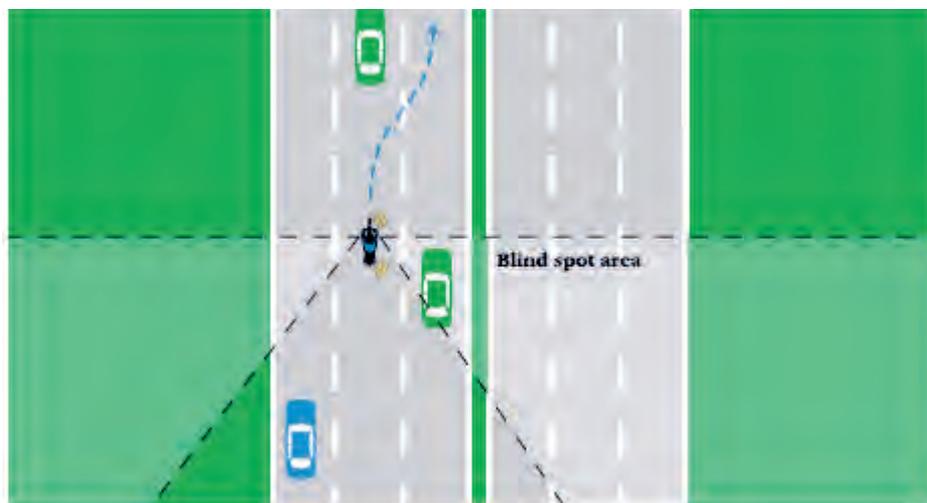
- before making any change to your speed or road position;
- when preparing to turn or change lanes; and
- when you are stopped behind another vehicle.

Please Note:

Many motorcycles have curved mirrors called '**convex**' mirrors which provide a wider field of vision. It is critical that you check your blind spots by performing a head check because in convex mirrors, objects appear further back than they actually are.

Head Check

A head check is the only sure way to see objects that are in your blind spot. Riders have 'blind spots' just as drivers do. A blind spot is the area next to you that you are unable to see in your mirrors. When you are about to change your position on the road (e.g. make a turn, exit a roundabout, move off or change lanes), make sure you turn your head and look over your shoulder to see if it is clear.

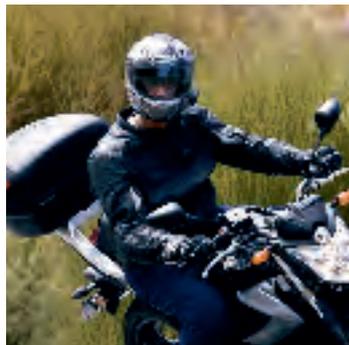


Check blind spots before changing your road position.

Perform a head check before turning right into a street or driveway, just in case a following vehicle has not seen your indicator and is overtaking you.

Head Position for Turns

When cornering, looking through a corner will help with your coordination and balance. Use your peripheral vision to scan the road surface while keeping your head pointed in the direction you want to go.



7.3.2 Speed Management

Like other road users, riders are required to ride within the designated speed limits. However, as the perception of speed depends on a broad range of factors, it is easy for riders to underestimate the speed. Therefore, riders are advised to check speedometers at regular intervals while riding.

When speed is doubled, braking distance quadruples. In wet and slippery conditions braking distances also increase greatly.

With an increasing speed, the foreground details become blurred and riders are required to scan the road further ahead in order to gain more time to assess, plan and react.

The speed limits on our roads indicate the maximum permissible speed in various locations. However, this speed is not the same as a safe speed.

The safe speed for a particular stretch of road is determined by the conditions, such as traffic density, weather conditions and visibility.

Every rider has their own speed limit: that is the highest speed at which they are safe and comfortable in any given situation. Speed must always be related to the extent of the road you can see to be clear and the ability to stop within this distance by day or night.

The onus is on the rider to select a speed appropriate for the conditions.

At all speeds, low risk riders continually keep a crash avoidance space around their motorcycles at all times. In order to determine crash avoidance space you need to consider:

- your ability;
- characteristics of your vehicle;
- road and road surface conditions;
- traffic conditions and speed limit;
- weather conditions; and
- reaction and response time.

7.3.3 Reaction and Response Time

Reaction time is the time the rider needs to:

- see the situation;
- perceive what it means;
- decide on a response; and
- instigate that response.

Riders who are fit and alert will require about *one and a half seconds* to react to a sudden and unexpected change in traffic conditions. They also require about *one and a half seconds* to respond to that change. The **three second safety margin** for motorcyclists is justified by:

- the higher degree of skill, co-ordination and balance required for riding; and
- the increased vulnerability of severe injuries in a crash.

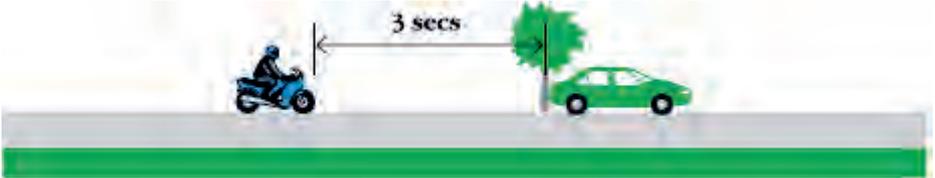
It is recommended that motorcycle riders maintain a minimum of a three second crash avoidance space to react and respond to a situation. The three second rule applies regardless of the speed at which you are riding.

Please note: The 2-second rule applies while driving a car.

You may need even longer in poor conditions such as rain and darkness. The three-second rule can be used when following another vehicle or if there is potential for other vehicle to accelerate or steer into your crash avoidance space.

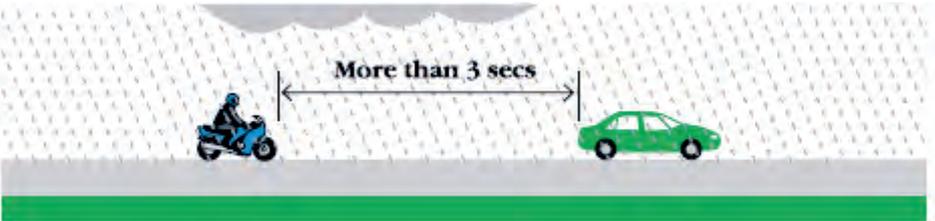
7.3.4 Survival Space (Maintaining Space to the Front)

To calculate a three-second crash avoidance space when following another vehicle, use this basic technique: as the rear of the vehicle in front of you passes a stationary object at the side of the road, such as a power pole, tree or sign, start a three-second count one thousand and one, one thousand and two, one thousand and three.



Stay at least 3 seconds behind the vehicle ahead.

If your motorcycle passes the point you picked before you finish the count, you are following too closely. Your crash avoidance space is not large enough. Slow down and repeat the count again until the three-second crash avoidance space is achieved.



Increase following distance in poor conditions.

In poor conditions, such as rain, nighttime and gravel roads, it may be necessary to increase your crash avoidance space to four or more seconds.

To reduce the risk of riding into the back of another vehicle, the three-second crash avoidance space is essential, as the vehicle in front could stop very quickly, especially if it collides with another vehicle or a stationary object.

Maintaining Space when Stopped

When you stop behind another vehicle leave *at least one car length* between your front wheel and the back of the vehicle in front. This will provide some space in case they roll back or if you need to ride around them.



Maintaining Space behind You

It is difficult to maintain a crash avoidance space behind you, as another driver or rider controls the space. If a vehicle behind is travelling too closely, slow down slightly to increase the space you have in front of you. This will enable you to brake gradually if you spot a hazard in front, which will allow the following vehicle more time in which to stop. You may also consider repositioning within your lane in case of emergency.

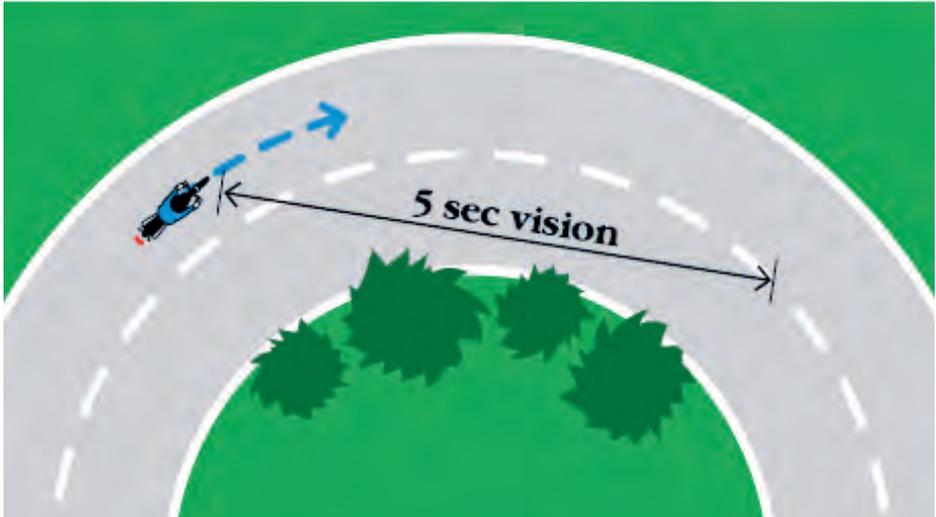
Reducing Speed

You must slow down if you do not have a clear view of the road ahead. Situations where your vision may be reduced include:

- blind corners;
- blocked intersections;
- crests;
- poor weather conditions;
- shadows; and
- sunset or sunrise.

Slow down if you cannot see five seconds ahead.

To calculate five-second vision in a curve, pick a fixed point in the oncoming lane that has just come into view and start a count 'one thousand and one, one thousand and two... one thousand and five'. If you reach the point before five seconds you are riding too fast for the available vision.



7.3.5 Effective Use of Signals

Effective and consistent use of signals plays an important role in the system of motorcycle control. Signalling is a critical means of communicating with other road users about your presence and intentions. Therefore, you must make the meaning of your signals clear, give signals in a reasonable time that ensures other road users are clear of your intentions. Otherwise, other road users may easily misinterpret your signals and intentions.

Remember that signalling does not give you any right to carry out the actions you have indicated.

The signals available to you are:

- indicators;
- horn signals;
- hazard warning lights;
- brake lights;
- headlights; and
- hand signals.

The following table provides examples of what the signals mean and when they should be applied.

Signals	Use	To Remember
Indicators	Give a signal for each manoeuvre you intend to carry out, e.g. when you intend to turn left/right or when you are pulling over to stop.	Timing - not only the appropriateness for other road users but also the sequence of road hazards you may encounter before or after your turn. Cancel the indicators immediately after you carried out the manoeuvre.
Horn	Use the horn when: <ul style="list-style-type: none"> ▪ it can benefit pedestrians or other road users in situations where they may not have noticed you or cannot see you; and ▪ on the approach to any hazard if there is no reaction to your warning. 	Adjust the length of the horn note to the circumstances. Using the horn does not justify using excessive speed. Horns used by other road users can be difficult to hear with a helmet on.
Hazard warning lights	Use the hazard warning lights to alert other road users to your presence when you have stopped.	Use the hazard warning lights only briefly.
Brake lights	Use brake lights to indicate that you are slowing down or intend to stop	Carry out rear observation before using your brakes.
Headlights	Headlight flashes should only be used for the purpose of informing other road users of your presence, e.g. before overtaking in daylight. Use headlight flashes when the horn cannot be heard. During darkness use headlight flashes to inform other road users of your presence on the approach to a hill crest or narrow hump-back bridge or when travelling along very narrow, winding roads.	Never assume that a headlight flash from another road user is a signal for you to proceed.
Hand signals	Use hand signals if your vehicle does not have indicators and/or when the indicators on your vehicle are not effective.	Do not use hand signals when you need both hands on handlebars to control the vehicle.

7.3.6 Road Positioning and Buffering

Traffic and road situations are constantly changing and so does the safest position on the road. Low risk riders aim to be in the right place at all times. Space, surface and sight must be considered when choosing your position on the road. Remember that motorcycles can ride in any position within the lane providing it is safe and reasonable.

Space

As a motorcycle rider you have very little to protect you in a crash. The more distance you can keep from other vehicles and pedestrians the better.

Creating space from potential hazards is referred to as buffering.

Buffering hazards may be required in any direction around you. Buffering needs will also change as you move and interact with other road users.

Surface

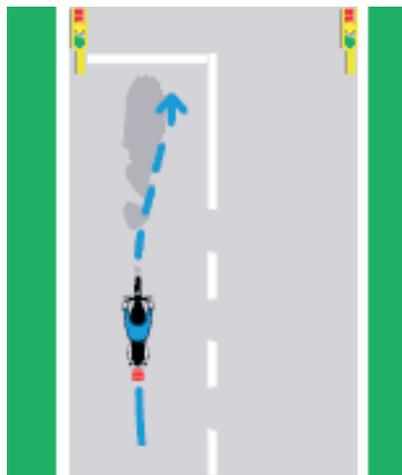
Riders need to be very aware of the road surface. Paint, oil, water, sand, gravel, pot holes and metal plates are all examples of different road surface conditions that may cause the motorcycle to skid.

If your rear wheel skids, steer into the skid and ease off the rear brake when the bike is travelling in a straight line again.

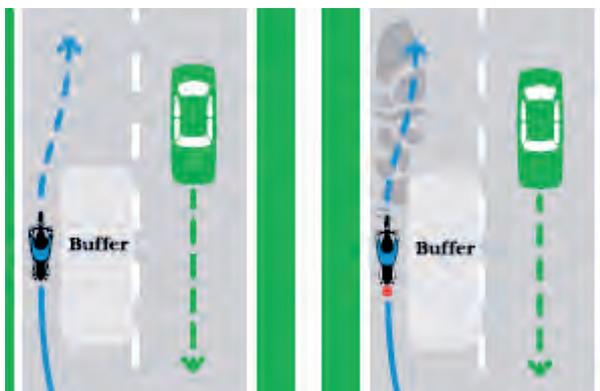
For a motorcycle rider, a relatively small change in road position can result in a significant change in the quality of road surface. At traffic lights for example, look to avoid the oil patches. Choosing a road position slightly to the left or right of the patch may be more appropriate. Also remember that in extreme heat the road surface may become soft.

Your choice of road position may also be influenced by the direction you are travelling at traffic lights (turning left or right) or by other vehicles or hazards.

Although it is best to avoid riding on a poor surface, sometimes this is not possible, for example when buffering an oncoming vehicle the best road position may be the left side of the lane. The left side of the road may be bumpy and broken up, however it may be preferable to ride on this surface to get a safe buffer from the oncoming hazard.



The solution is easy, if you need to ride on a poor surface to buffer a hazard - just slow down.



Sight

A good road position can allow you to see further, around other vehicles and get more information about what is happening up ahead. Generally the right side of the lane provides good vision up the road, to the sides and also behind you. However the right side of the lane is a dangerous position to be in if there is oncoming traffic.

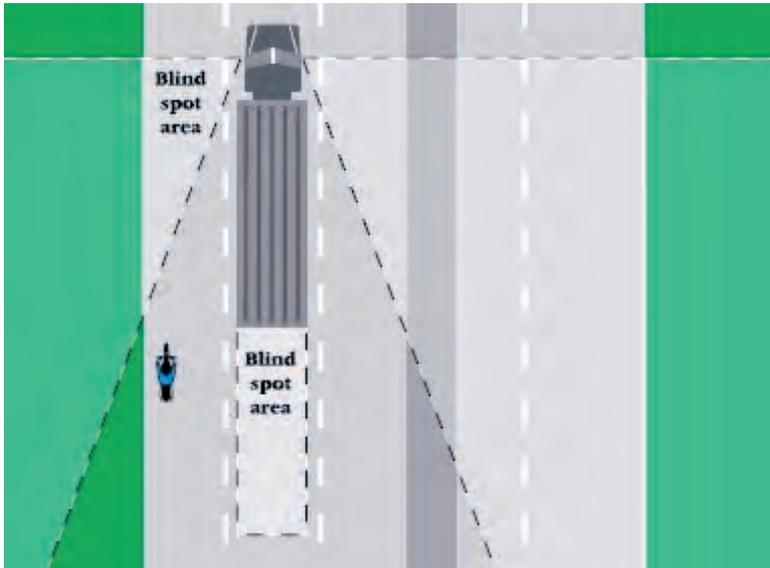
The further back you follow other vehicles the better you can see around them.



Try to choose a road position that provides good vision without compromising your buffer from potential hazards.

This is particularly relevant when following large vehicles or when taking left bends.

The vision of other road users is another important consideration whilst riding. Be aware of the blind spots of other road users as you approach them and avoid riding in their blind spots. This is especially important on multi-lane roads or at intersections.

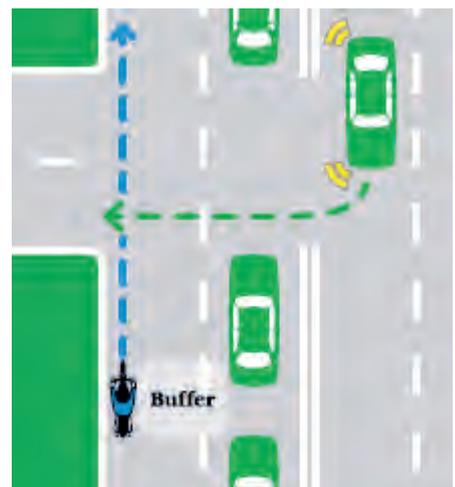


Do not ride beside other vehicles or in their blind spots.

Queues of traffic may be blocking the view of turning vehicles, slow down and buffer as appropriate.

Slow down and buffer slow moving or stopped traffic. They may be blocking the view of a turning vehicle.

By actively managing space, surface and sight a rider can significantly reduce the risk of crashing.



On Road Position

A motorcycle rider can legally use any part of their lane.

Examples of potential hazards that may require a change of road position and buffering include, but are not limited to:

- parked, overtaking or turning vehicles (especially large ones like buses or trucks); and
- pedestrians or wildlife that may react unpredictably, for example crossing the road without warning.

The buffer you create in one situation may become compromised as you or other road users move in traffic.

Also when executing manoeuvres as a rider you may need to buffer different potential hazards at different times, for example oncoming vehicles at an intersection before making a turn and pedestrians as you exit it.

Buffer what you can see and be prepared for things you cannot see.

Maintain a buffer from hazards and slow down if vision is limited.

In busy traffic you may be in the left side of the lane for most of the time only moving right to buffer vehicles in side streets.



Vehicles Following

Be aware of vehicles that are behind you and maintain a buffer from vehicles if they pass. If vehicles are following close behind it is sometimes better to select the middle of the lane.

Blind Crests

Road positioning is especially important when approaching blind crests. Clues as to the road direction on the other side of the crest, such as fences or street lights might help prepare you for the road ahead. In some situations there is a possibility of multiple potential hazards such as oncoming vehicles or an uneven road surface. In these cases it may be necessary to slow down and buffer potential hazards.

Overtaking

Overtaking other vehicles is very hazardous. You not only need to be able to judge the gap between your motorcycle and an oncoming vehicle, you also need to have enough space between your motorcycle and the vehicle you are overtaking. When overtaking, maintain a buffer zone between your motorcycle and the vehicle you are overtaking. On regional roads and highways there are often overtaking lanes at regular intervals that allow you to safely overtake.

When overtaking:

- create a buffer from the vehicle you are passing;
- check ahead for side streets and driveways, they may be concealed (particularly in regional areas) and the vehicle you are passing may be turning into one or other road users might be turning out of them; and
- perform a head check for vehicles that may be overtaking you.

Turning

The faster a motorcycle is travelling the harder it is to turn. Reducing your speed before turning is essential. Wait until the motorcycle begins to straighten up before accelerating. Accelerating will stand a motorcycle up and too much speed will make the motorcycle run wide.

During very low speed turns, for example U turns, gentle use of the throttle, clutch and rear brake can control speed.

At intersections it may be necessary to maintain a buffer from oncoming traffic while you are waiting to turn.

When turning left from a single lane, start the turn as near as practicable to the far left side of the road. Buffering hazards as you exit the turn.

When turning right from a single lane, start the turn as near as practicable to the far right of the lane on the left of the centre of the road. Buffer hazards as you exit the turn.

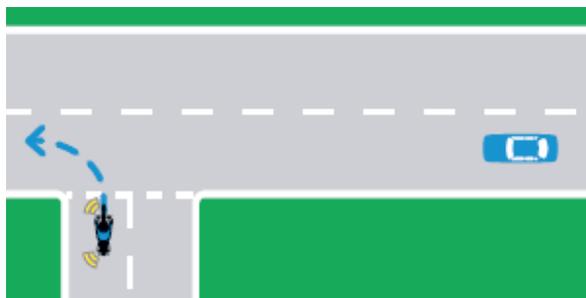
When turning left or right you must give way to any pedestrians crossing the road into which you are turning.

See section 8.10 for more information on managing turns.

Gap Selection

Selecting a safe gap when turning, overtaking or changing lanes is a critical skill to safe riding. Gap selection is also very important at intersections where the chance of colliding with another vehicle is very high if the gap you select is too small.

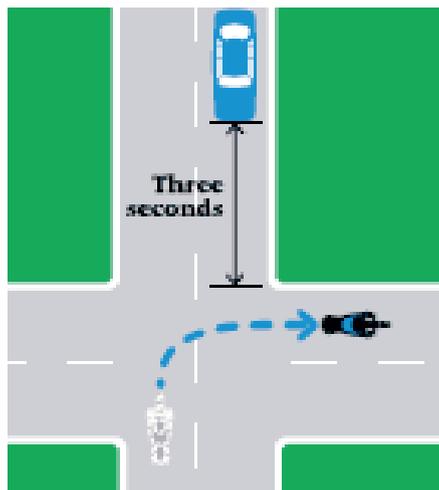
A safe gap is one that enables you to turn, overtake, change lanes or cross an intersection without affecting the crash avoidance space of other road users.



Choose a gap so other vehicles are not forced to change speed or road position.

Try to be clear of the intersection for 3 seconds before other vehicles arrive.

A safe gap ensures that other vehicles do not need to change their speed or position. When turning across traffic make sure your vehicle is clear of the intersection by at least three seconds before the approaching vehicles arrive. When joining a traffic stream select a gap that allows you to reach the traffic speed before the approaching vehicles are within three seconds of your motorcycle.



Positioning for Curves and Bends

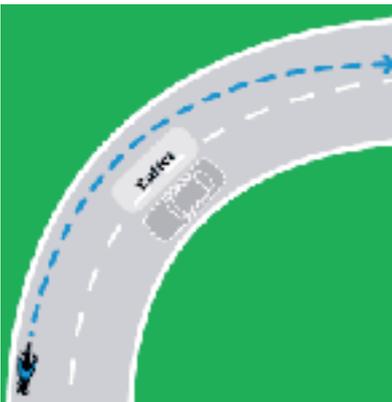
Starting curves wide will improve your vision. Planning to finish them in tight will help you get your speed right and leave you room for slight errors. Most importantly, keep away from the area where oncoming vehicles are likely to cross the centre of the road (the head on zone). Taking curves and bends this way will slow you down a little on the approach but will allow you to accelerate out much earlier, when you have a clear view.

However, on blind curves, slow down and keep central in your lane until you see the road is clear of oncoming traffic.

*Plan to start curves wide for vision.
Plan to finish in tight.
Keep away from the head-on zone.*

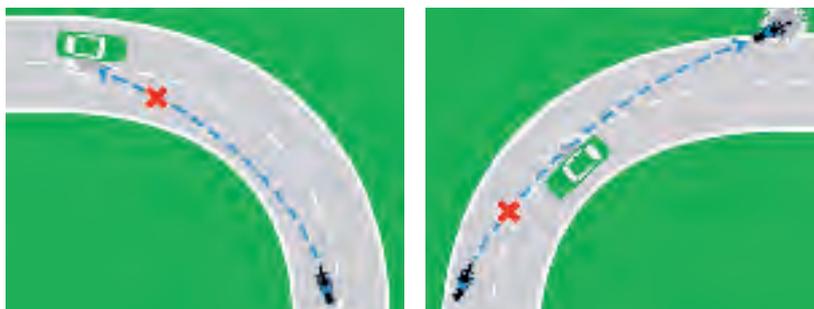


On right curves slow down and keep to the left until you see the road is clear of oncoming traffic. Many crashes happen because riders run wide on the exit of a turn.



The Danger of Exiting Wide

Many riders try to straighten turns resulting in the motorcycle exiting the curve out wide. This is a particularly dangerous practice as it allows no room for error. If the curve 'tightens up' or changes direction the rider will need additional effort to complete the turn. Furthermore, on right curves the risk of a head-on collision is greatly increased.



Exiting wide can result in a crash.

Turning too early can result in a head-on collision or a crash on the exit of the curve.

When a rider finishes a curve wide there is no room for error.

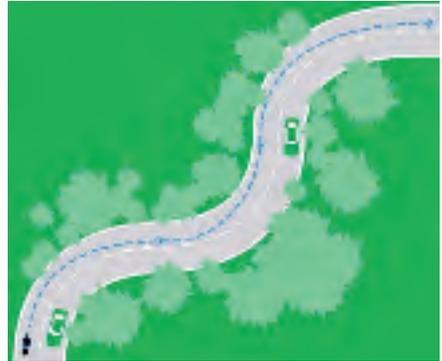
Leaning with the Motorcycle in a Curve



Planning a Series of Curves

Starting curves wide and planning to finish them in tight allows you to link a series of curves together. By exiting each curve in a tight position you will be perfectly positioned for the entry into the next curve.

While planning to finish in a tight position at the next curve – you need to remember to create a buffer if you see an oncoming vehicle.



Riding in Groups

Riding in a group “single file” allows every rider to buffer hazards and if a 3-second following distance is maintained, vision is less affected. Riding “staggered file” can be more advantageous in some circumstances, for example you can avoid being in another rider’s blind spot. Like in any situation consider your ability to see or buffer hazards and the vision of other riders in the group.

7.3.7 Hazard Perception and Response

When riding, hazard perception is critical to your ability to manage unexpected and potentially dangerous situations on the road.

Your ability to spot hazards depends on your attention, perception and information-processing skills. When you have attained these skills, when riding a motorcycle (or driving a vehicle) you can:

- detect any potential hazard;
- appraise the hazard as a threat that requires you to respond; and
- select and apply an appropriate response.⁷

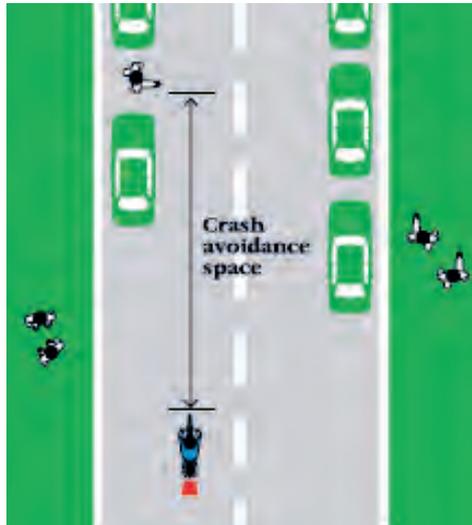
The three-second rule can be used in response to hazard situations, there is potential for other vehicle to accelerate or steer into the space. For example, a vehicle in an adjacent street could fail to give way and accelerate out, or, a vehicle approaching could turn without warning into an intersection and steer across your path.

Experienced low risk riders, are able to mentally judge a three second crash avoidance space in front of their motorcycle. If there is potential for a hazard to enter this crash avoidance space, your response should be:

- slowing down (“setting up” or covering the brakes - see section 7.3.8); and
- moving away, creating a ‘buffer’ from the hazard by changing your position on the road or changing lanes.

⁷ Injury Research Centre, School of Population Health, University of Western Australia (UWA), P. Palamara and Claire Adams formerly from Injury Research Centre (UWA): *The Status of Hazard Perception Testing in Australasia* (March 2004 & Revised August 2005),

Your ability to respond to hazards without crashing and/or being injured means that you are able to deal with any dangerous situation that might occur.



Respond before reaching
the hazard



Respond when something can enter your
crash avoidance space

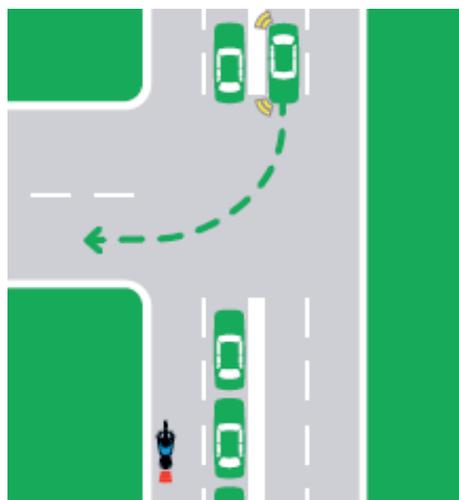
Examples of situations that require a response such as slowing down or moving away



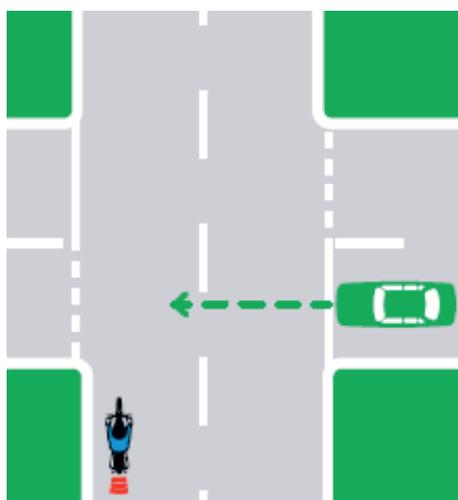
A vehicle waiting to turn in front of your path



A vehicle waiting to pull out from the left side



Stopped traffic obscuring vision at an intersection



A vehicle waiting to pull out from the right side

7.3.8 Braking

Correct braking is performed in two stages:

- putting light pressure on both brake levers and pausing (set up the brakes); and
- increasingly applying the braking pressure (squeeze).

Two-stage braking (set up and squeeze) improves braking effectiveness, reduces the likelihood of skidding and provides better control. When releasing the brakes ease them off gently to maintain the stability of the motorcycle. Easing off the brakes gently is particularly important when entering curves.

Harsh or excessive braking pressure may cause skidding and a loss of control, particularly on wet or gravel roads. If the front wheel begins to skid due to incorrect braking, or in an emergency situation, release the front brake to remove the skid by allowing the front wheel to turn - then gently reapply the brakes.

In normal riding conditions the brakes should be applied when the motorcycle is upright and moving in a straight line. When approaching turns, the brakes should be applied before the turn.

“Covering” the brakes means having your hand and/or foot positioned and ready to apply the brakes. It may or may not result in you actually applying the brakes and it is not appropriate to maintain this position continuously.

7.3.9 Steering and Counter Steering

A motorcycle can be steered by direct steering, counter steering, handlebar pressure, body weight, and changes in speed. Experienced riders use a combination of these steering techniques to turn smoothly and precisely. Your ability to steer a motorcycle will play a critical role in situations when you cannot avoid sudden hazards that present themselves in the form of small objects or potholes on the road where braking is not the preferred option.

Direct Steering

When direct steering, the motorcycle will go in the direction to which the handle bars are turned. Direct steering is only used for very low speed turns, such as U turns and turns at intersections.

Counter Steering

When counter steering, the motorcycle goes in the opposite direction to which the handle bars are turned, for example a slight forward pressure on the right handle bar will make the motorcycle lean and move right, although the front wheel actually turns slightly left. Counter steering has more effect as speed increases.



Counter steering is the only way to swerve quickly round an object.

Body Weight

How a rider uses their body weight will have a significant effect on a turning motorcycle. Leaning with the motorcycle in a curve allows the motorcycle to be more upright thereby giving the tyres better grip and the motorcycle greater ground clearance. With low speed turns, leaning out from the turn can help balance the motorcycle.

Changes in Speed

Depending on the corner, it is usually best to hold a constant speed, or after slowing to a low entry speed, progressively accelerate out of the turn after the apex. If acceleration is too aggressive the motorcycle will stand up and run wide, and if the corner is taken under deceleration the motorcycle will fall into the corner causing instability.

If you can't avoid the hazard, the best strategy is to keep your speed down and hold the handlebars firmly.

7.4 Benefits of Professional Training

No rider handbook, leaflet or brochure will replace the value of practical riding experience in your training.

Choosing a person to teach you to ride is often dictated by your circumstances, such as affordability or access. Depending on your personal circumstances you may choose:

- a licensed Driving Instructor authorised to deliver motorcycle instruction; or
- an instructor in a youth driver education course conducted or supervised by a body authorised by the Director General for that purpose; or
- a supervisor (e.g. a family member) who is authorised to perform any driving of a kind for which the driving instruction is being sought and has held that authorisation for a period of, or periods adding up to;
 - in the case of riding a moped, at least 2 years; or
 - in any other case, at least 4 years.

The choice of person who will be instructing you is critical to your learning. Therefore, before you engage services of any of the persons mentioned above ask yourself the following questions:

- *Is the person's knowledge and skills up-to-date?* If not, then you risk learning skills that will not be relevant and/or not up to the required standard at the time of your practical assessment.
- *Does the person have a good driving/riding record?* If not, then you may adopt an attitude that will compromise your safety in the future.
- *Is the person fully committed to your learning process?* It will take time for you to learn to ride. The person who will be teaching you will need to invest time for planning your instruction and riding with you. If the person is not fully committed, then you risk having your instruction disrupted. Subsequently, you may not be ready to take your practical riding assessment.
- *Do you feel safe with this person?* Consider your physical and emotional safety in terms of the roadworthiness of the vehicle, wearing protective clothes at all times, and the ability of the person to create an environment that will meet your learning needs.

Also, consider the benefits of riding under the supervision of a professional instructor.

Professional Instructors can often provide a stress-free **learning environment**, **accommodate your individual needs** and deliver a **structured training program** with the focus on:

- **progressive development of your riding skills** to the required standards;
- **correct interpretation and application of current road rules**;
- learning **safe riding** skills (as opposed to teaching you skills that will only help you pass the practical assessment);
- **hazard awareness** and **hazard management** skills;
- quality **feedback** as the means to skill improvement;
- the **roadworthiness** of the motorcycle;
- **developing your knowledge** on industry-related issues; and
- learning to ride **the latest model vehicles**.

All professional instructors in WA must hold an instructors licence issued under the *Motor Vehicle Drivers Instructors Act 1963*. You can access a comprehensive list of driving schools in your area online at www.yellowpages.com.au

REVIEW QUESTIONS

Q1	What should the horn be used for?	Warning pedestrians or other road users who have not noticed you	To signal your annoyance	To greet other road users
Q2	When is it vital to check your blind spots?	Changing gear	When changing road position	Slowing down
Q3	How many seconds are recommended to maintain a suitable crash avoidance space when following another vehicle in fine road conditions?	1.5 seconds	2 seconds	3 seconds
Q4	What should you do if another motorist does something that upsets you?	Sound your horn	Flash your headlights several times	Remain calm and not react

Part 8

Riding in Regular Traffic



Dealing with challenges arising from your interactions with other road users, weather and road conditions, other vehicles, and traffic volume is the ultimate test of your knowledge of road rules and regulations, riding skills, and attitude.

8.1 Other Road Users

8.1.1 Pedestrians

Always keep a look out for pedestrians and be ready to give way to them. Some of the places to look out for pedestrians are:

- at pedestrian crossings;
- intersections;
- between parked cars or behind buses;
- near schools and playgrounds;
- near shopping centres; and
- near hotels, taverns or clubs.

Riders *must* give way to pedestrians (including people in wheelchairs) who are:

- crossing at an intersection in front of your turning vehicle; or
- crossing at a pedestrian crossing (zebra crossing) or children's crossing (see 8.5.2); or
- crossing at a marked foot crossing (traffic signal controlled crossing for vehicles and pedestrian lights for pedestrians) when a light facing vehicles is flashing yellow or red; or
- crossing in front of your vehicle at a slip lane (a left turn lane at an intersection where there is an island between that lane and lanes for other traffic).

You should never wave people across at pedestrian crossings as there may be other vehicles approaching that you have not noticed.

At children's crossings you must stop before the crossing when the crossing attendant extends the flags. You must not start to move until the attendant withdraws the flags signalling that you can go, see 8.5.2 for more information.

Parallel Walk Crossings

These are intersections controlled by traffic signals for vehicles and pedestrian lights for pedestrians to use to cross the road. Parallel walk crossings are those where pedestrians are permitted to walk on the green pedestrian signal, parallel with the flow of traffic. At these crossings the lights for pedestrians turn green a few seconds before riders are given their green light to proceed and turning vehicles must give way to pedestrians crossing with the pedestrian lights.

8.1.2 Cyclists

Cyclists have an equal right to use the road as other vehicles. They may legally use the whole lane on roads with lane markings and are allowed to ride two abreast (side-by-side). Share the road with them and allow plenty of room. Be especially careful:

- when **turning left** not to cut cyclists off. If there is not enough room to turn in front of them, wait for them to ride past and make your turn behind them; and
- when **overtaking**, keep a safe distance and at least one metre clearance from the side of your vehicle. Slow down and do not overtake unless it is safe to do so.

8.1.3 Emergency Vehicles

You **must comply** with the road rules in regard to emergency vehicles, such as police and fire fighting vehicles, ambulances and vehicles used to convey blood or other supplies for a person urgently requiring treatment. You can identify an emergency vehicle by its siren or its red and/or blue flashing lights. When you spot an emergency vehicle in your immediate vicinity:

- remain calm;
- check where the emergency vehicle is coming from and give way to it;
- move as far as to the left of the road if you can; and
- slow down or stop if you cannot move left - let the emergency vehicle drive around you.

It is an offence not to give way to an emergency vehicle.

8.1.4 Large and Oversize Vehicles

Vehicles 7.5 metres in length and longer need to make wide turns – so be careful when you are travelling near a large vehicle that is turning or negotiating a roundabout. Do not overtake once the driver has signalled an intention to turn. They may cut the corner when they are turning at an intersection and before they turn they are also legally allowed to cross over a continuous line leading up to the intersection. Here are a few other tips for when you encounter a large vehicle or one carrying an oversize load on the road:

- generally, they need more space than a car when stopping, so be courteous and avoid overtaking and then cutting in at traffic signals, roundabouts and other locations where traffic queues occur;
- they accelerate slowly, so be patient as the driver has to move through many gears to get going; and
- when a large vehicle is turning on to the road you are on, keep back from the intersection as it will require more road space to make the turn.

Truck drivers and drivers of other large vehicles have a difficult task when reversing, so give them plenty of room to move.

If you can't see the vehicle's side mirrors, the driver can't see you.

8.2 Traffic and Road Signs

Today's roads are typically shared by a number of different road users and a variety of vehicles. Therefore, it is necessary for all road users to observe traffic and road signs, as well as signs and devices for road works and special purposes.

The traffic signs on WA roads universally apply to all road users.

8.2.1 Regulatory Signs

These serve the purpose of controlling traffic. These signs **must** be observed.



Please Note:

- In a built up area where there are no speed limit signs, the maximum speed permitted is 50 km/h.
- On a freeway where the speed limit is 100 km/h and there is no heavy traffic or abnormal weather conditions, the minimum speed permitted is 80 km/h.

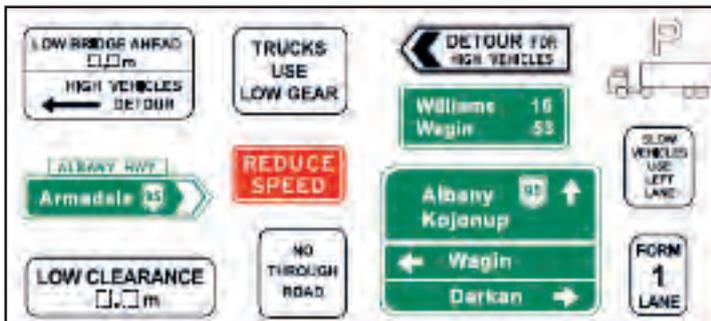
8.2.2 Warning Signs

Warning signs alert road users of possible danger ahead. When you see a warning sign slow down. At times advisory speed signs are displayed with warning signs. If there is such a sign you should slow down to at least the speed on the sign.



8.2.3 Guide Signs

These help you find your way around. They give directions, distance, routes and information on road user services and points of interest.



8.2.4 Signs and Devices for Road Works and Special Purposes

These signs warn you about temporary hazards. They are used when road works are in progress. They guard against damage to vehicles and protect the road. Pay particular attention to the signs including any speed limits that are displayed.



If you spot a road hazard please report it to Main Roads by calling 138 138 or clicking on the link “report a fault” at the website www.mainroads.wa.gov.au. In addition to the signs above, in WA there are only two traffic signs that are specific to motorcycles. These are shown below:



“Parking area for motorcycles only” “Additional caution is required on the road ahead”

8.3 Traffic Control Signals

Traffic control signals are a safe way of deciding who goes and who stops at an intersection. They are there to protect you and to regulate traffic.

Always obey the signals facing you. It is an offence not to obey them. When nearing a set of traffic control signals be prepared to stop, if necessary.

You cannot do a U turn at an intersection with traffic control signals unless there is a ‘U TURN PERMITTED’ sign.

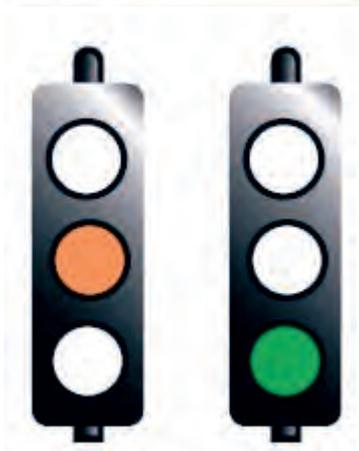
8.3.1 Light Signals

Traffic control signals always have the coloured lights in the same order.

- **Red** means STOP.
When the light is red, you must wait behind the stop line marked on the road near the signal.
- If there is a traffic sign facing you with the words 'LEFT TURN ON RED PERMITTED AFTER STOPPING', you may turn left, if you can do so safely. Watch out for and give way to pedestrians and other traffic. Remember, you must always stop at the red light first.



- **Yellow** warns you that the signal is about to change to red. If the light is yellow as you approach it you are required to STOP, IF YOU CAN DO SO SAFELY.
- **Green** means that you may cross the intersection provided it is safe to do so. Watch out for vehicles disobeying the traffic control signals because many serious crashes are caused by vehicles driving through intersections against a red light.



Watch out for pedestrians who may still be crossing the road.

The flashing yellow light at intersections with traffic control signals indicates that the signals are not working properly. Do not confuse these with Pelican Lights (see 8.3.3) which provide safe crossing for pedestrians. If there is a flashing yellow light at an intersection, you should treat the intersection as if it is **uncontrolled** and GIVE WAY to the RIGHT. If it is a T junction and you are at the terminating road you must GIVE WAY to the LEFT and RIGHT. Remember to look out for pedestrians.



8.3.2 Arrow Signals

Some traffic control signals have arrows in addition to circular lights. These are used to control the movement of traffic intending to turn at the intersection. If you are going straight ahead, obey the main circular lights.

If you are turning, obey the arrow signal that is pointed in the direction that you plan to turn:

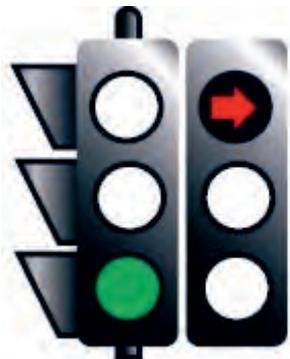
- **Red light with green arrow** means you may not go straight ahead, but you may turn in the direction of the arrow, if it is safe to do so. Remember, you must give way to all pedestrians crossing at the intersection.



- **Green light with green arrow** means you may either go straight ahead or turn in the direction of the arrow, if it is safe to do so. If the green arrow disappears and no red light or arrow appears, you may start to proceed – but only if it is safe to do so.



- **Green light with red arrow** means that you may go straight ahead, if it is safe to do so. However, you may not turn in the direction of the arrow.



8.3.3 Pelican Signals

A pelican crossing works like a normal traffic control signals, except that it has an extra phase –a flashing yellow light. Do not confuse pelican signals with flashing yellow lights at intersections (see 8.3.1), which indicate that the lights are not working.

The flashing yellow light at a pelican crossing means 'PROCEED WITH CAUTION'. It tells you that you may go ahead, unless there are pedestrians crossing. If there are, you must give way to them.



8.3.4 Officer Directing Traffic

When there are unusual traffic flows, or if the power is cut, a police officer or other authorised person may be on duty to manage the traffic flow. You should get into the correct lane and indicate clearly where you want to go.

You must comply with the direction of a police officer or other authorised person.

Their directions overrule:

- traffic control signals;
- 'STOP' and 'GIVE WAY' signs;
- the 'give way to the right' rule; and
- arrows or other markings on the road surface.

8.4 Railway Crossings

Railway crossings present an additional hazard for motorcyclists because of the changes in riding surface. Railway crossings can be dangerous, especially when the crossing does not have flashing lights or boom gates.

Remember that trains cannot stop quickly – even under emergency brakes, a loaded train can take over one kilometre to stop and it cannot swerve to avoid a vehicle on the tracks.

Always be alert for signs that show you are approaching a railway crossing. If there are no lights or boom gates, **look** and **listen** for any trains that may be approaching and be prepared to slow down, give way or stop. On crossings in country areas, always look out for a train – they **do not** always run to set schedules.

You must obey all the traffic rules stated on any crossing signs.

8.4.1 When you Must Stop

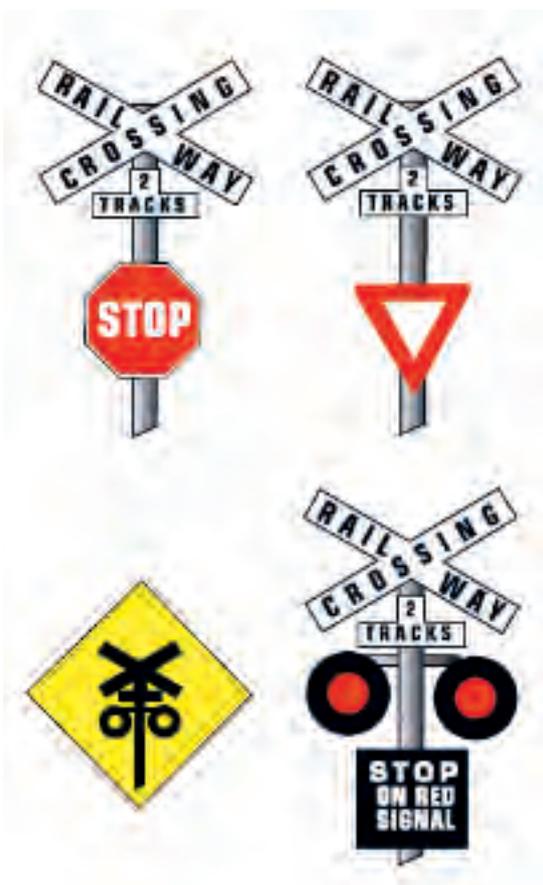
You must stop before a rail crossing when:

- you are directed to do so by a railway employee, police officer or other authorised person and you may only proceed when told to do so;
- you can see or hear a train coming and there is any possibility of a collision;
- there is a 'STOP' sign at, or near, the crossing. (If there is a 'STOP' line marked on the road, you must stop before it. If there is no 'STOP' line, you must stop before the 'STOP' sign);
- warning bells or flashing red lights are operating;
- boom gates are down; or
- when traffic ahead of you prevents you from completely clearing the crossing safely.

If there is no 'STOP' line or 'STOP' sign to show you where to stop, always stop well clear of the crossing (at least three metres from the nearest rail). Remember the train can be up to one metre wider than the tracks on both sides.

You must **not**:

- stop or park at any rail crossing within 20 metres of the nearest rail (either before or after) unless there are parking control signs that allow you to do so; or
- ride through, around or under any gate, boom or barrier at a rail crossing, either when it is down or being raised or lowered.



8.4.2 When you can Ride On

You can ride on when:

- the lights and bell have stopped flashing and ringing;
- you are certain there are no more trains coming (be aware that a second train may be coming from the opposite direction);
- you are sure you can safely clear the crossing; or
- you are directed to do so by a railway employee, police officer or other authorised person.

8.5 Lines on the Road

There are two keep left rules that are very important. They are for your safety and that of other road users. One rule relates to when there are no lanes marked on roads and the other is when there are lanes.

On roads without marked lanes, motorcycle riders are exempt from the “keep left” rule and may ride away from the left side but left of the centre of the road or centre line. However, if you are driving a slow moving vehicle, pull well over to the left to allow following traffic to overtake.

8.5.1 Roads with Two or More Lanes

If the speed limit that applies to a road is 90km/h or higher or there are ‘KEEP LEFT UNLESS OVERTAKING’ signs installed, you are not permitted to ride in the right lane of these roads unless:

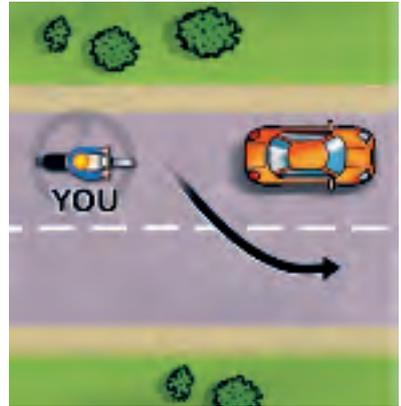
- you are turning right or making a U turn and giving a right turn signal;
- you are overtaking another vehicle;
- the adjacent left lane is a special purpose lane such as a bus lane or bicycle lane;
- the left lane is a left turning lane and you are travelling straight ahead; or
- other lanes are congested with traffic.

8.5.2 Lane Lines and Dividing Lines

Different road markings have different meanings. Markings that are used to mark lanes (lane lines) or separate traffic travelling in opposite directions (dividing lines) are particularly important.

- **Broken lines**

Broken lines are used to mark lanes for traffic travelling in the same direction or to mark dividing lines on roads. Where there is a broken white line on the road, you **may** cross the line to either overtake or to change lanes, provided it is safe to do so, see 8.12 for more information on overtaking.

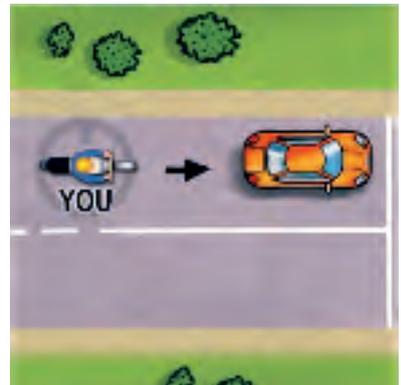


- **Single continuous (unbroken) white lines**

Single unbroken lines are used either to mark edge lines, lane lines or dividing lines (centre lines) on roads. Where there is a single continuous dividing line (centre line), you **must not** cross that line except to leave or enter the road or turn at an intersection or U turn.

Where the line is between lanes travelling in the same direction (lane lines) you **must not** cross the line to change lanes.

Where the line is an edge line, you **may** cross the edge line to stop, enter or leave a road, or pass on the left side of a vehicle turning right.



- **Double continuous (unbroken) lines**

These lines are used as dividing lines (centre lines) on roads. You **must not** cross these lines to overtake but you can cross them to turn right at an intersection, U turn or enter or leave a road if it is safe to do so.



- **Continuous line and broken line combinations**

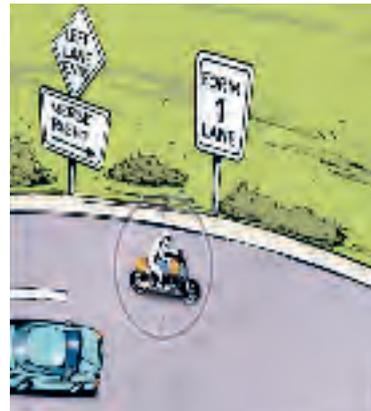
These combinations of lines are used to mark dividing lines on roads where it may be dangerous to overtake. Where there is a **continuous** line marked on your side of the road and a **broken** line marked on the other side, you **must** stay to the left of both lines.

If the **broken** line is on your side (to the left) of a **continuous** line then you **may** cross the lines to overtake, turn right, U turn or enter or leave the road if it is safe to do so.



- **Merging lanes**

When two lanes merge into one lane (and this might also be indicated by signs such as 'LANE ENDS MERGE LEFT' or 'LANE ENDS MERGE RIGHT' or 'FORM ONE LANE', or symbolic warning signs) you **must** give way to another vehicle if any portion of it is ahead of your vehicle. You should indicate that you are merging by using your indicator or hand signal. Remember to keep a safe distance between yourself and the vehicle in front and take turns to merge.



- **Arrows on the road**

If you are travelling on a road with arrow markings, you **must** drive in the direction of the arrows unless you are able to change to another lane where another direction can be followed. In this diagram, you **must** turn right. Car A may turn right or go straight ahead.



- **Children's crossing**

When the children's crossing attendant extends the flags, you must stop before the stop line if there is one and wait until the flags are removed before driving on. You **must not** enter a children's crossing if the road beyond it is blocked by traffic.



- **Pedestrian crossing (zebra crossing)**

You **must** give way to all pedestrians on a pedestrian crossing. On some roads, zigzag lines are painted before the crossing to indicate you are approaching one.



- **KEEP CLEAR area**

You must not stop your vehicle on a section of road that has the words 'KEEP CLEAR' written on it.



- **Single yellow line**

A 'NO STOPPING' area may be marked with a single yellow line on the edge of the road. You must not stop your motorcycle next to or on a single yellow line unless you are held up by traffic.



8.6 Indicators and Hand Signals

Indicators and hand signals are an effective way to communicate with other road users. You may be planning to stop, change lanes or turn, but unless you let other drivers know, you can cause problems to other traffic. Always be consistent and considerate toward other road users by using your indicators/signals at the appropriate times.

You must indicate/signal your intention before:

- turning left or right;
- making a U turn;
- changing lanes;
- pulling out to overtake;
- pulling out from a kerb or stationary position;
- moving back after you have overtaken a vehicle;
- moving to the left or right; or
- slowing down or stopping.

8.6.1 Types of Indicators/Signals

There are three types of indicators/signals:

1. Brake Lights

You must give a signal of your intention to stop. Brake lights warn other road users that you are slowing down or stopping. Your brake lights must be clearly visible at all times, including in sunlight and at distances of up to 60 metres.

2. Flashing Indicators

You must give sufficient warning to other drivers and pedestrians of your intention to turn or diverge right or left, change lanes or overtake another vehicle.

What is 'sufficient warning' depends on the circumstance. It is about providing adequate warning of your intentions so that other road users can take the appropriate safety precautions. For example:

On high speed roads, indicating may be necessary for several hundred metres, while on low speed roads, a much lesser distances may be sufficient.

If you are starting from a stationary position at the side of a road, you must indicate for at least 5 seconds prior to driving on. You must also give way to following or overtaking traffic. Do not drive on until it is safe to do so. Remember to turn the indicator off after the turn/movement has been completed.

3. Hand Signals

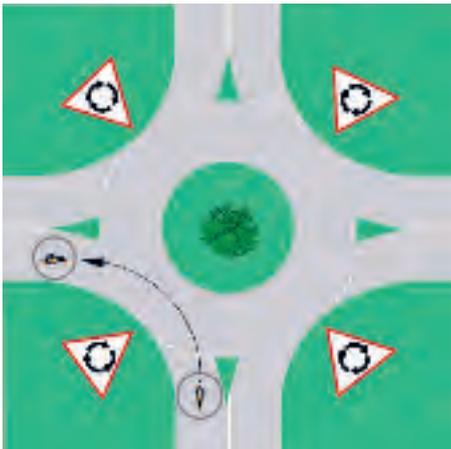
These must be used if your vehicle is not equipped with a stop light or flashing indicators when:

- slowing down;
- stopping;
- turning left;
- turning right; or
- overtaking another vehicle.

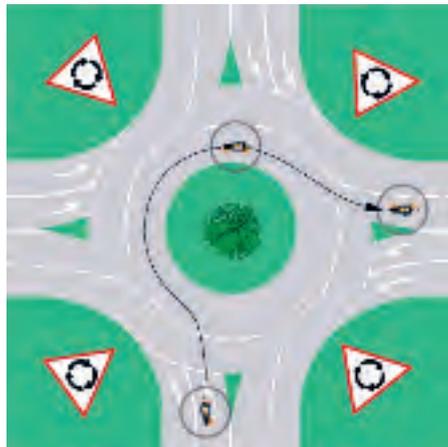
For example, cyclists must signal a left turn by putting out their left arm. This signal may also be used by motorcyclists and moped riders.

8.6.2 Indicating/Signalling at Roundabouts

Roundabouts have several exit points. Enter a roundabout only when there is a safe gap in the traffic and no risk of a crash. When turning left at a roundabout, approach from the left lane, indicate/signal left, stay in the left lane and exit in the left lane.

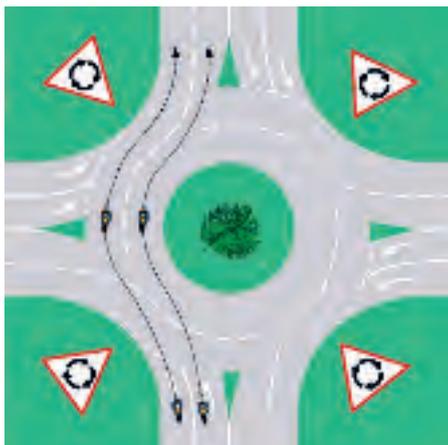
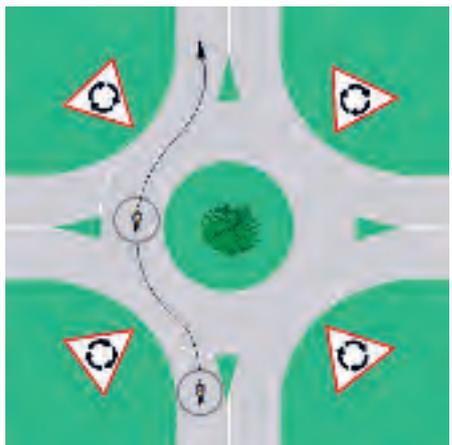


When **turning right** at a roundabout, approach from the right lane, indicate/signal right and stay in the right lane. Indicate/signal left, if practicable, as you are passing the exit before the one you wish to use. When leaving the roundabout, exit in the right lane.



You do not need to indicate or signal when you are approaching a roundabout if you are **going straight ahead**. Unless the road markings show otherwise; approach the roundabout from either the left or right lane and **ride in that lane throughout the roundabout**.

Indicate/signal left if practicable, as you are passing the exit before the one you wish to use. Exit in the same lane in which you entered (that is, exit in the left lane if you entered in the left lane or the right lane if you entered the roundabout in the right lane).



If you are using the roundabout to make a **full turn (U turn)**, that is, to turn back into the same road from which you entered the roundabout, follow the instructions for turning right.



Generally, take care when you ride in a roundabout, especially when you are changing lanes and exiting and watch out for:

- vehicles that are leaving the roundabout;
- vehicles that are making a full turn; and
- bicycles, long vehicles and other motorcycles.

8.7 Riding on a Freeway

There are a number of special road rules and conditions that apply to freeways. Before you ride on a freeway make sure you are confident in your ability to ride at freeway speeds. As freeway speeds are higher than those normally permitted on roads in 'built-up' areas, it is even more important to be aware of what is happening around your vehicle.

The following hints may help you:

- check your mirrors frequently and check your blind spots before changing lanes;
- indicate/signal well in advance of changing lanes, entering or exiting the freeway. You must give way to traffic in the lane you are moving into and only move when it is safe to do so. Move gradually but positively to your selected position on the freeway;
- be smooth and courteous when merging with other traffic. During merging you must give way to another vehicle if any part of the other vehicle is ahead of your vehicle. Keep a safe distance between yourself and the vehicle in front;
- keep a lookout for directional signs. The sooner you spot them, the better prepared you will be to get into the correct lane. Move into the lane you want as soon as practicable but remember, where the freeway speed limit is 90km/h or higher, do not use the right lane unless you are overtaking or when other lanes are congested;
- in conditions of reduced visibility, such as rain, fog or smoke, reduce your speed and increase your following distance. Ensure your headlights are on low beam so that other drivers can see you; and
- if your vehicle breaks down on a freeway, pull into the emergency stopping lane or onto the nature strip. Switch on your hazard lights if applicable, stay well away from traffic lanes. Be very careful when you re-enter the traffic flow. Remember to give way to all traffic and indicate for at least 5 seconds before moving out onto the road.

Mopeds, tractors (other than prime movers), bicycles and animals are not allowed on the freeway.

Pedestrians and cyclists are not allowed on freeways except on paths.

Also, when riding on a freeway, you must not:

- enter the Bus or Bus/Taxi lane (unless you are authorised to do so);
- stop unnecessarily;
- reverse your vehicle, or make a U turn;
- stop on the median strip, nature strip or emergency stopping lane (except in an emergency or to help another disabled vehicle); or
- carry an oversize load.

8.7.1 Entering a Freeway

Before getting on the freeway:

- be sure that your vehicle is roadworthy, has more than enough fuel for the journey, and that any load is secure;
- plan your journey in advance – know your entry and exit points before getting on the freeway;
- adjust your speed as you ride along the entry ramp;
- make sure you are not entering the freeway at a sharp angle;
- ride your vehicle so that you merge smoothly with other traffic; and
- be sure to clearly signal your intentions. You need to indicate right before and while you are merging to the right or indicate left before and while merging to the left. Remember to turn off your indicator when the merge is complete.



8.7.2 Appropriate Speeds for Freeway Riding

Freeways are designed for higher speed traffic flow than that allowed on standard roads. You must not exceed the speed limit indicated on signs.

Riding too slowly can cause dangerous situations on a freeway, so you are required to travel at a speed that is no more than 20 km/h below the posted speed limit (unless traffic, weather or visibility conditions prevent you from doing so). For example, if the speed limit is 100km/h, you are not allowed to travel slower than 80km/h (unless the road, weather, visibility, traffic and other conditions require you to travel slower).

8.7.3 Exiting the Freeway

Select the correct lane for your destination well in advance of the exit and also indicate your intention to leave the freeway well in advance. When safe to do so, move gradually but positively into the exit lane.

Slow down as you are entering the exit ramp and adjust your speed so that you are prepared for driving in suburban or city conditions beyond the 'END OF FREEWAY' sign.



8.8 Riding through Intersections

There are different types of intersections and for each type there are rules which help to reduce the danger.

Know the rules, stay alert and drive at a safe speed.

8.8.1 Controlled Intersections

A controlled intersection is an intersection that has:

- traffic control signals;
- a 'STOP' or 'GIVE WAY' sign;
- a roundabout; or
- a police officer or other authorised person directing traffic.

At an intersection controlled by traffic control signals, be prepared to stop if the light changes to yellow or red.

At an intersection controlled by a 'GIVE WAY' sign, give way to all traffic travelling along or turning from the intersecting road.

At an intersection controlled by a 'STOP' sign, you must stop your vehicle and give way to all traffic travelling along or turning from the intersecting road.

You should notice a line marked across the road before the intersection where there are 'STOP' signs. You must stop at the line. If for some reason you have to stop back from the 'STOP' line, you must stop again as close as you can before the line when you move forward.

If there is no line, stop as close to the intersection as practicable before entering it.

Give way to all traffic coming from the left or right, including turning vehicles. In the diagram below you **must** give way to vehicle A and C. Vehicle B **must** give way to you, vehicle A and vehicle C.



When a Police officer or an authorised person is directing traffic, follow their directions. Their directions overrule traffic control signals and signs. If their back is towards you, you must stop your vehicle and wait for instructions before driving on.

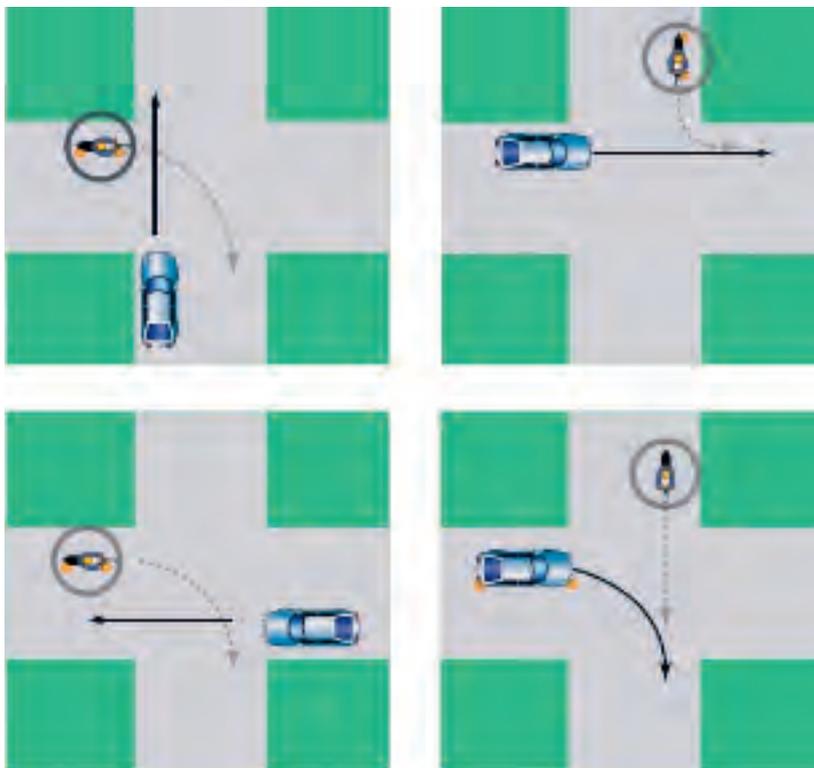
8.8.2 Uncontrolled Intersections

Uncontrolled intersections are those without:

- traffic control signals, a 'GIVE WAY', or 'STOP' sign, or roundabout; or
- a police officer or authorised person directing traffic.

The rules for uncontrolled intersections that help to make them safer are:

- at a four way intersection you must give way to the vehicle on your right, whether you are turning or going straight ahead;



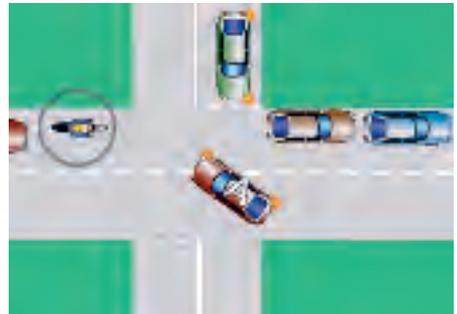
- at a three way intersection, as shown, you must give way to vehicle A and B that are travelling on or turning from the continuing road; and
- If you are turning right at any uncontrolled intersection you must also give way to oncoming traffic travelling towards you or turning left.



Keep intersections clear.

Do not enter an intersection when a queue of traffic prevents you from fully exiting on the other side. Stop before you enter the intersection so that you do not block crossing traffic.

In the diagram, you **must** stop before the intersection. This allows vehicle A to cross the road.



8.9 Traffic on Roundabouts

At a roundabout, you must:

- give way to all traffic already on the roundabout;
- enter only when there is an adequate and safe gap in the traffic; and
- always travel in a clockwise direction.



8.10 Managing Turns

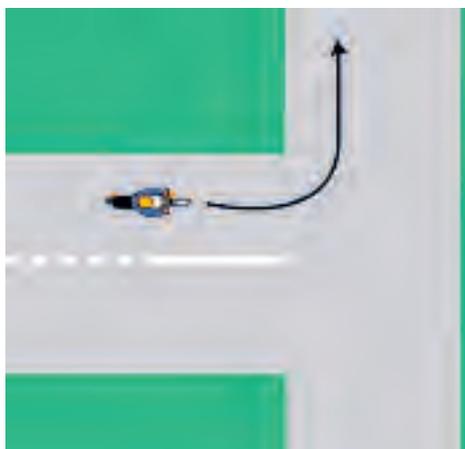
Turning in front of oncoming traffic is dangerous. Always ensure that the turn can be made safely, without interfering with the progress of oncoming vehicles. When waiting to turn across traffic, keep your wheels in the 'straight ahead' position. This will avoid you being pushed across into the path of oncoming traffic should you be struck from behind.

Indicate/signal for a sufficient distance prior to turning or diverging left or right to warn other drivers and pedestrians of your intentions. Make sure you give as much warning as possible.

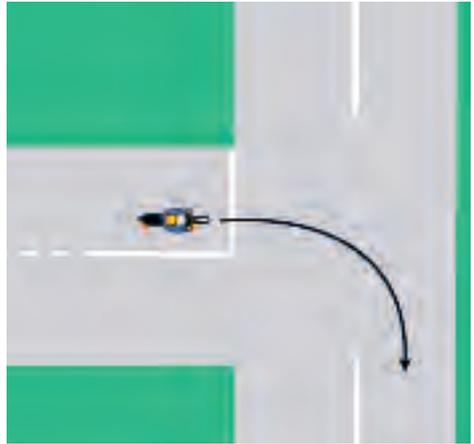
What is a sufficient distance depends on the circumstances. If you are travelling at high speed, a sufficient distance may be several hundred metres.

The rules when making a turn are as follows:

- turning vehicles must give way to pedestrians;
- when turning **left** you must:
 - indicate/signal before you turn and move close to the left side of the road;
 - when 'turning lanes' are marked, move into the lane marked for left turns;
 - look out for cyclists and give way to them if you are crossing a bicycle lane or shoulder of the road;
 - give way to pedestrians and turn only when it is safe to do so; and
 - keep close to the left of the road after turning.



- when turning right you must:
 - indicate/signal before you turn;
 - when lanes are not marked, move as close as possible to the left of the centre of the road and turn to the right of the centre of the intersection;
 - when turning right into a multi-lane carriageway (where turning lanes are not marked) the driver can enter the carriageway in any lane that is to the left of the centre of that carriageway, provided it can be completed without interference to other traffic;
 - on a one-way street, turn from the right side of the road unless there are turning lanes marked that allow alternate turning; and
 - give way to pedestrians and turn only when it is safe to do so.



8.10.1 U Turns

When making a U turn, the correct procedure is to:

- check your mirrors;
- check for following traffic by glancing over your shoulder;
- indicate/signal your intentions;
- give way to all pedestrians and traffic; and
- turn only if it is safe to do so.

You must not make a U turn:

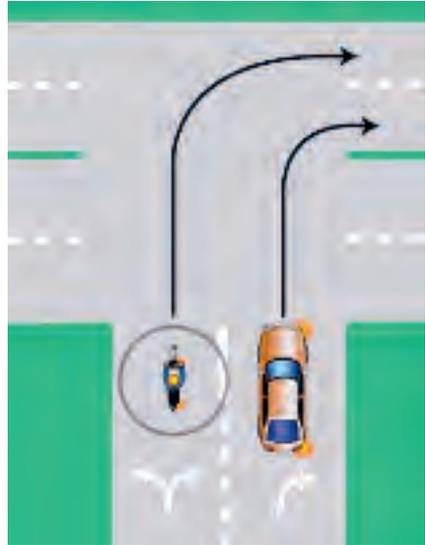
- unless the turn can be made safely and without interfering with the movement of other traffic;
- if there is a 'NO U TURN' sign;
- at traffic control signals (unless there is a 'U TURN PERMITTED' sign); or
- on a freeway.

8.10.2 Turning at a Multi-Lane Intersection

When turning at a multi-lane intersection:

- move into the correct lane early, do not change lanes at the last moment;
- do not cross unbroken lane lines;
- be in the correct position on the roadway before the intersection; and
- if you are in a lane marked with an arrow, you must go in the direction of the arrow.

Remember, turn only when you can see clearly – large vehicles such as buses, trucks and vans may block your view of approaching traffic.



8.11 Changing Lanes

A high percentage of crashes occur when vehicles change lanes. This is because drivers are often unaware that another vehicle is already in the lane into which they wish to move.

To change lanes safely you should:

- check your mirrors;
- indicate/signal to change lanes for a sufficient distance to warn other drivers of your intentions before beginning your manoeuvre (the higher the speed the greater the indicator/signalling distance you must give);
- glance over your left or right shoulder to make sure there is not another vehicle in your blind spot;
- check for other drivers who may also be moving into the lane; and
- give way to vehicles already in the lane you are entering.

Never change lanes while going through, or approaching an intersection; and where the line between lanes is a continuous one.

If someone in front of you indicates/signals that they wish to change into your lane be courteous and let them in.

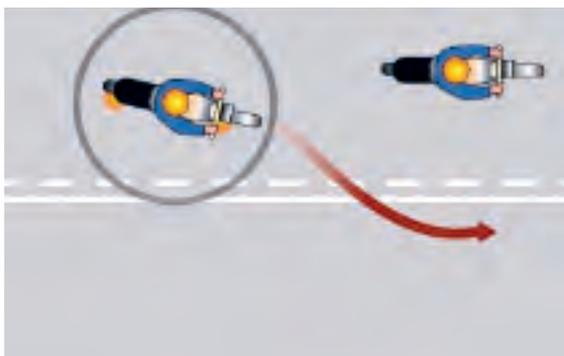
8.12 Overtaking

Overtaking other vehicles is one of the most dangerous driving manoeuvres.

Only overtake when it is safe to do so. If you are not sure, wait.

You must ensure that you do not exceed the speed limit while overtaking a vehicle and you that do not cross continuous lines. You must not overtake where there is a single continuous line, continuous line on the left of a broken line, or double continuous lines.

You can overtake a vehicle **on the right** when you are both travelling in the same direction and it is safe and legal to do so.



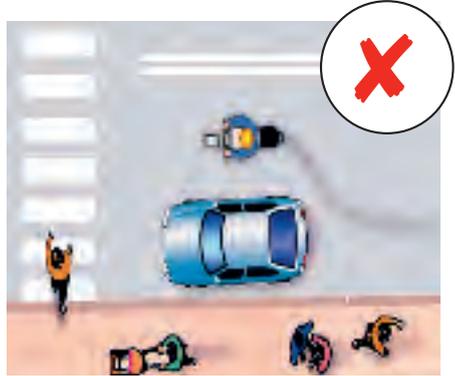
You can overtake a vehicle **on the left** only when:

- you are directed to do so by a police officer or other authorised person;
- you are on a one-way carriageway or a multi-lane road with two or more lanes travelling in same direction and it is safe to do so; and
- a vehicle is indicating/signalling that it is turning right.

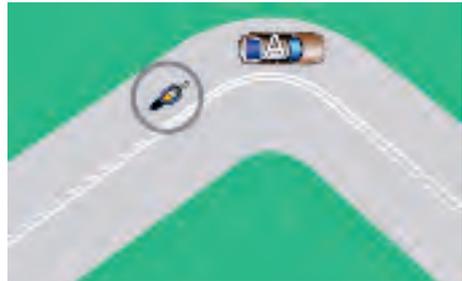


You **must not** overtake another vehicle when:

- it has slowed down or stopped at a railway, pedestrian or children's crossing;
- it has stopped at an intersection (unless the driver signals that they are turning left or right) and it is safe to do so;
- there is a 'NO OVERTAKING' sign; and
- you are nearing a blind bend or the crest of a hill, or you do not have a good view of the road ahead.



You must not cross single continuous dividing lines or continuous dividing lines on your side of broken lines or double continuous dividing lines, to overtake another vehicle.



To overtake safely you must:

- **get a good view of the road ahead.** Make sure you have plenty of time and space to return safely to the correct side of the road after overtaking;
- **look behind and to the side of you.** Before overtaking, check your mirrors and glance over your shoulder (to check your blind spots), another vehicle may be overtaking you;
- **indicate/signal for a sufficient distance** before you pull out to overtake;
- **keep to the speed limit.** You must not exceed the speed limit when overtaking another vehicle; and
- **move back into line.** You must ensure you are safely clear of the vehicle(s) you have overtaken and signal your intention to return to the correct side of the road before you do so.

When you are being overtaken you should move to the left to allow plenty of clearance for the overtaking vehicle. You **must not**:

- increase your speed until the overtaking vehicle has completely passed you; or
- ride in a way that prevents a vehicle from overtaking or passing you.

Basic rules for safely overtaking oversize and large vehicles:

- be prepared for cross winds that you may encounter;
- be patient, take your time and stay back several car lengths without crossing the centre of the road;
- when you see that it is safe to pass - indicate/signal, move out, accelerate and overtake quickly and positively, keeping in mind the road, visibility, weather conditions and speed limit;
- use your left indicator when you are about to return to the left side of the road;
- after overtaking, maintain your speed. Do not overtake and then cut in and slow down. This forces the other driver to brake and lose momentum;
- allow for on-coming vehicles – they may be travelling faster than you think. Only overtake when the road ahead is clear – waiting a few seconds could save your life;
- never attempt to overtake a truck or other large vehicle on a curve or hill where visibility is limited, even when the vehicle is moving slowly;
- make good use of overtaking lanes to overtake trucks and other large vehicles;
- be ready for the wind buffeting you as you pass; and
- be extra careful after dark.

Do not overtake an oversize or large vehicle if the driver has signalled an intention to turn.

Many oversize vehicles are accompanied by a pilot vehicle. The pilot vehicle has two rotating yellow lights and warning signs on its roof. Pilot vehicles usually travel at a distance in front of the oversize vehicle to warn approaching drivers.

When passing an oversize vehicle accompanied by a pilot vehicle coming from the opposite direction:

- slow down and remain at a slow speed until the oversize vehicle passes or stop if directed to do so by the driver of the pilot vehicle;
- cooperate with the driver of the pilot vehicle when he or she signals you to move over. The oversize vehicle may need to be in the centre of the road; and
- if you move off the bitumen, reduce speed and watch for guide posts that may indicate a deep culvert. Be especially careful if the edge of the road is wet.

When passing an oversize vehicle from behind be aware that if there is only one pilot vehicle, it will be in front of the oversize vehicle, and the driver will not be able to see you at the rear. Be patient and wait for a safe opportunity to pass. Usually the oversize vehicle will periodically pull over and stop to allow traffic to pass.

If there is also a rear escort vehicle, you should take directions from the person driving that vehicle. Drivers of pilot vehicles are authorised traffic wardens – you must obey their lawful directions. It is also helpful to talk to the pilot or escort vehicle driver using a CB radio to find out if it is safe to pass (Use UHF channel 40).

8.13 Stopping and Parking

There are a number of places where stopping a vehicle can be dangerous to the rider and passengers and to other vehicles or to pedestrians.

You must not stop;

- at intersections (unless signs allow you to stop);
- within 20 metres of an intersection with traffic lights (unless signs allow you to stop);
- within 10 metres of an intersection without traffic lights (unless signs allow you to stop);
- within 20 metres of the approach side and 10 metres of the leaving side of a pedestrian or children's crossing;
- between another stopped or parked vehicle and the centre of a road;
- in bus lanes, bus/taxi lanes or bicycle lanes;
- within one metre of a fire hydrant or fire plug;
- within 20 metres of the approach side and 10 metres of the leaving side of a bus stop;
- within 20 metres of a railway crossing;
- on a bridge or in a tunnel;
- within 3 metres of a public letter box;

- on a median strip or path;
- in CLEARWAYS during the times shown on the signs (see 8.13.1);
- on Freeways (except in an emergency or if you have broken down or helping someone who has broken down - in which case you must stop in the emergency stopping lane or on the nature strip);
- where there are 'NO STOPPING' or 'NO STANDING' signs (as shown) or a single yellow line along the edge of the road. ('NO STANDING' is the same as 'NO STOPPING'); or
- on the road on crests or curves where the vehicle is not visible to an overtaking driver for at least 50 metres in a 'built-up' area or 150 metres outside a 'built-up' area.



8.13.1 Clearways

Clearways are sections of roads where you cannot stop vehicles during certain times of the day or night. Clearways allow the traffic to flow more easily during peak traffic periods.

Clearways are marked by a special sign (as shown) consisting of a large white 'C' on a red shield or on a parking meter. The times stated on signs tell you when you cannot park. This is usually during the morning and/or evening peak traffic periods.



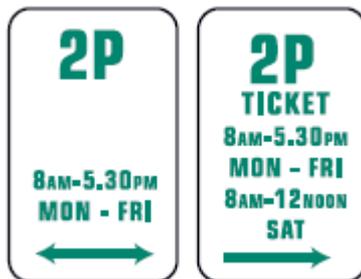
Parking your vehicle in a clearway will slow down the traffic flow. The penalties for doing so are high and can include heavy fines or your vehicle being towed away.

8.13.2 Parking

To 'park' means to permit the vehicle to remain stationary whether the vehicle is attended or not - except for the purpose of avoiding conflict with other traffic, complying with another law, or picking up or setting down passengers or goods (for a maximum of 2 minutes).

Examples of parking signs are shown. Before you park your vehicle, you must decide whether:

- it is safe to park in this spot;
- it is it legal; and
- it may cause trouble to other road users.



You **must not** park your vehicle, or any part of your vehicle where stopping is not permitted as indicated above or in the following places:

- in front of a right-of-way, passage or private driveway;
- in a 'NO PARKING' area (sign as shown) (except for up to 2 minutes to pick up or put down goods or passengers); or
- in parking bays for people with disabilities. (Bays marked with the **blue** international symbol (as shown) are reserved for holders of a current ACROD parking permit). Misuse of these bays can result in a fine.



Before you move into a parking space:

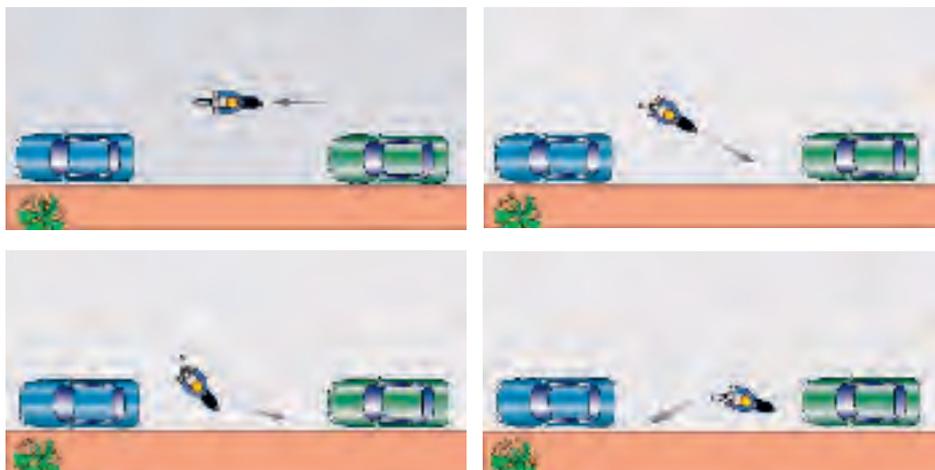
- check for traffic behind you;
- check the ground is level and firm;
- slow down; and
- give correct signals.

When parking in a **confined space**:

- pull alongside, and parallel to, the car you wish to park behind if applicable;
- check your blind spots;
- manoeuvre the vehicle backwards very slowly;
- apply the brake;
- stop when the vehicle is within the designated area and/or not vulnerable to other traffic; and
- park at an angle, if appropriate.

When parking in an open space where you can ride forward into it:

- check your mirrors;
- indicate/signal;
- check your blind spots;
- ride forward into the space;
- apply the brake;
- park parallel or at an angle as appropriate; and;
- stop when the vehicle is within the designated area and/or not vulnerable to other traffic.



Completing the manoeuvre:

- if you are riding a vehicle with manual transmission select a low gear (typically first gear);
- switch off the engine;
- release the clutch; and;
- apply the stand.

Always apply the steering lock and remove the ignition key when you are leaving your vehicle. Consider using a brake disc lock and/or padlock and chain especially when parking in areas that are visible to the public.

After you park, you should look out for other traffic, cyclists and pedestrians before dismounting.

When parking in a two-way street, you must park as close as practical to the left boundary of the street. Unless signs indicate otherwise, you may park on either side in a one-way street.

Before pulling out from a parking spot:

- make sure you are in the correct gear;
- do not allow the vehicle to roll back;
- check your mirrors and blind spots for other traffic,
- indicate/signal for at least 5 seconds; and;
- ride off smoothly into a safe gap in traffic.

REVIEW QUESTIONS

Q1	Which statement is correct?	Cyclists have an equal right to use the road as other vehicles	Cyclists are not permitted to use roads unless they are marked with cycle lanes	Cyclists have to give way to all other traffic
Q2	If the traffic lights at a four way intersection are not working and the amber lights are flashing, what should you do?	Give way to your left	Give way to your right	Stop and wait for the lights to resume
Q3	How can railway crossings pose an additional hazard to motorcyclists?	The road markings can dazzle motorcyclists	They are harder for motorcyclists to see	By changes in the riding surface
Q4	When two lanes merge, who has right of way?	The vehicle on the left	The vehicle on the right	The vehicle with any portion ahead at the merge point

Part 9

Managing Emergencies



Like any road user you will, at some point, experience unexpected events that present varying degrees of complexity and danger. Your training and riding experience is crucial for handling/responding in an appropriate manner to such emergencies.

9.1 Critical Skills in Managing Emergencies

Anticipation

Develop your awareness of situations that can be caused by you, other road users or animals (especially wild animals) – anticipation will become easier with time, but that is all the more reason to be aware of it when you begin riding.

Planning

Match your riding style to suit the weather conditions or decide how to exit the road in an emergency. Being prepared. Developing your abilities might help you when you most need it, for example if you have to run over small objects or through a pothole.

Emergency Braking

This needs a great deal of practice. The quickest way to stop a motorcycle is to:

- make sure you are upright and you are travelling in a straight line;
- close the throttle;
- progressively apply pressure to both brakes;
- squeeze the front brake lever and push down on the rear brake pedal until maximum braking is achieved; and
- pull in the clutch just before you stop.

Managing Skidding

Skidding occurs when one or more tyres loses normal grip on the road and causes an involuntary movement of the vehicle. It can be caused by travelling at an inappropriate speed for the situation, excessive acceleration, harsh braking, coarse steering and slippery, oily surfaces.

Skidding is a scary incident, especially for less experienced riders. While going into the skid, riders can be instinctively tempted to either accelerate in order to get over the skid fast or brake to stop. Depending on the nature of the skid, often the safest option is to remain calm, hold your motorcycle steady and maintain the same speed you were riding with when going into the skid.

Swerving

When facing an obstacle on the road, you need to be prepared to swerve quickly around unexpected obstacles, such as potholes, any objects left on the road or oil spills. This may involve the use of counter steering (see 7.3.9).

Correction of Mechanical Problems

While on the road, you may encounter a range of unanticipated mechanical problems, for example wobbling, a broken chain, stuck throttle, tyre blow-out or seized engine. You should be aware of what to do if such situations arise, for example:

- if you sustain a broken chain or sudden tyre blow-out, you should ease off the throttle and roll to a stop; or
- if your throttle sticks in traffic you should immediately pull the clutch lever in and apply the cut-out switch. The clutch lever should also be applied if the engine seizes up to prevent locking of the wheels and losing control.

A good instructor will be able to advise you how to address and respond to these situations as well as how to prevent them.

Exiting the Road in an Emergency

When exiting the road in an emergency you should always ensure that your escape path is clear and that you make your exit at an appropriate speed.

Every near miss or on-the-road incident needs to be seen as an opportunity to re-evaluate and improve your riding skills.

If you spot a road hazard please report it to Main Roads by calling 138 138 or clicking on the link “report a fault” online at www.mainroads.wa.gov.au

9.2 Response to an Emergency Resulting from a Crash

A crash is something you will always try to avoid. However, should you be involved in one, you must know what to do. If you are involved in a crash **you must:**

- stop immediately;
- help anyone who has been injured but before doing so, check that your actions do not put yourself or others in danger;
- send someone for help if required or dial 000 for Emergency Services, including Ambulance (if any one was injured); Police, and Fire fighting vehicles (if there was a spillage of petrol or oil on the road surface);

- give your name, address and number plate to the owner or driver of the other vehicle. If property has been damaged, give the owner of the property your particulars as well;
- report the crash to the Insurance Commission of Western Australia. You can do this by telephoning 9264 3333 (in Perth) or, if you are in a regional area, you can call 1800 643 338. The crash can also be reported online at www.crashreport.com.au; and
- provide the name and address of all drivers, number plates of all vehicles, time, date and location of the crash.

If you do not stop, the penalties are severe. You can be imprisoned, lose your driver's licence, be fined or accrue demerit points.

If you are involved in a crash where someone has been injured you **MUST** stop immediately and help.

You **MUST** report the crash to the police if anyone was injured, and/or there was more than \$3,000 damage to any of the vehicles involved and/or property (in total), or if the owner of the damaged property is not present.

If you are removing a wrecked or damaged vehicle from a road, you must also remove any glass or other destructive, injurious or dangerous substance or items that have fallen on the road from that vehicle. If anyone is injured, the person who removes the vehicle from the road is responsible for removing any dangerous or loose material.

It is essential that your vehicle is licensed to ensure you are covered by third party insurance, which pays medical bills for persons injured as a result of a road related incident.

You can also pay to insure your vehicle with an insurance company. They may provide assistance with payment of any vehicle repair costs in the case of a crash.

9.3 Helping Parties Injured in a Crash

When someone is injured, the first few minutes after a crash are vital. Until trained help arrives, your knowledge of first aid may save a life.

If an injured person is not treated immediately they may die, for example from a blocked airway or they may bleed to death. Consider undertaking a first aid course so you are prepared to help at the scene of a crash.

How can you help?

Remember the St John Ambulance Australia Action Plan, '**DRS ABCD**':

- **D**anger;
- **R**esponse;
- **S**end for help*
- **A**irway;
- **B**reathing;
- **C**PR; and
- **D**efibrillation.

**Send for help* has been recently added; It means calling 000 or asking a bystander to make a call

Danger

Before approaching an injured person, check whether there is any danger to yourself first, then bystanders, and then the injured person.

To mark and protect the scene of an accident you should position your motorcycle to be seen and switch on hazard warning lights or indicators. It might be appropriate to send someone to warn approaching traffic, and call or send someone for help.

In order to reduce danger, turn off the ignition or disconnect the battery of the damaged vehicle, secure the damaged vehicle by putting on the handbrake (if it has one), put out all burning cigarettes, and prevent others from smoking near the crash site. Stay away from fallen power lines. Do not touch the vehicle or occupants if live wires are in contact with the vehicle.

If the scene of the crash is safe and there is no immediate danger to yourself or other road users, you can attempt to help the other party involved in the crash.

Do not move injured people unless they are in danger. For example, if the vehicle is on fire or they are in the path of traffic.

Do not attempt to remove the helmet from the injured rider – you may risk causing injuries to the neck.

Response

- Check whether the injured person is conscious.
- Talk to them and reassure them.
- If there is no response, gently squeeze their shoulders. If there is still no response, go to the next step.



Airway

- Check whether the injured person's airway is clear.
- Open the airway by tilting the head back and support the jaw and lift slightly.
- Gently turn them onto their side.

Turn mouth slightly downwards, clear out any vomit, fluid or broken teeth with your fingers.



Check for breathing for ten seconds

Do this by looking for chest movement, listening for breathing and feeling for breath on your cheek. You should be hearing at least two breaths in ten seconds. If the person is breathing, stabilise them in the recovery position with their airway open as illustrated.

If the casualty is not breathing, go to the next step.



Breathing

- If the injured person is **not breathing**:
- gently return them onto their back;
- lift their jaw and tilt their head back to open the airway;
- pinch the injured person's nose;



- take a deep breath, seal the casualty's mouth with yours and give them two effective breaths. Watch for the rise and fall of the chest between breaths;
- check for signs of life.



- if the casualty has signs of life place in the recovery position, as illustrated below,
- if no signs of life commence CPR.



CPR

If the injured person is unconscious and trapped in the car, you can still perform CPR:

- clear the airway if necessary;
- gently tilt the person's head back and support it with your hands;
- check for breathing. If the person is not breathing give two effective breaths.
- if no signs of life commence CPR.
- NOTE: tilt seat back as far as possible to allow for better access and positioning, continue CPR until signs of life.

If the person begins to breathe, support him or her in the upright position, making sure the airway is always clear.



If the injured person is an infant:

- clear the airway;
- support the jaw, but do not tilt the head backwards;
- cover both the child's mouth and nose with your mouth; and
- blow in very small puffs because a child's lungs are much smaller than those of an adult and can easily be damaged by large breaths. Do this every three seconds.



Signs of life

Check whether the person has any signs of life:

- look for any movement including swallowing or breathing;
- observe the skin colour of the face.
- if there are no signs of life carry out cardio-pulmonary resuscitation (CPR);



Give 30 compressions followed by two effective breaths;



Continue compressions until trained help arrives

Rest and reassure the injured person

Do not make the injuries worse by moving the person unnecessarily. However, there are times when you must move the casualty.

Move the casualty only if:

- they are in danger, such as from fire or traffic;
- their position makes it impossible to give first aid; or
- they are unconscious and breathing and must be placed in the recovery position.

Do not leave the injured person alone, unless you are the only person on the scene and need to seek help. Place a breathing unconscious person in the recovery position. This assists their breathing. Always continue to monitor the airway, breathing and circulation.

If the injured person has any injury to the arms or legs, make sure these are not under them or bearing weight, if at all possible. Give the injured person reassurance and keep them warm and comfortable.

Visit the St John Ambulance web site at www.stjohnambulance.com.au and complete the interactive clicktosave First Aid course.

This information has been provided by St John Ambulance Australia (WA).



When the injured person is bleeding

To stop external bleeding (any visible bleeding from a wound):

- apply direct pressure to the wound. Use whatever is available, for example, your hands or an item of clothing;
- if an arm or leg is bleeding, raise it to reduce blood flow to the area;
- if you have a cloth, use it to make a pad and cover the wound, then bandage it;



- never remove the original dressing. This will only disturb the clot that is forming. If bleeding continues, put more pads over it;
- if pieces of metal, glass or wood are found in the wound apply pressure to the surrounding areas but do not remove object. If a broken bone is protruding apply pressure to the wound edges only.

If the person is bleeding from the ear, lay them on their side (bleeding side down) with a pad under the ear. If the person is bleeding from the nose, apply direct pressure on the soft lower part of the nostril, sit the person up and lean the head forward.

If you are consider learning First Aid you can find more information online at www.redcross.org.au or www.stjohn.org.au.

REVIEW QUESTIONS

Q1	What must you do if you are involved in a crash where an injury has occurred, or if there is more than \$3,000 damage done to vehicles and/or property (in total), or if the owner of the damaged property is not present?	Report the crash to Police	Advise your insurance company as a priority	Keep a record of events in case someone reports the crash and the Police may wish to interview you
Q2	What is the first thing you must do if you are involved in a crash?	Report it to the Insurance Commission of Western Australia	Stop immediately	Exchange names and addresses
Q3	The St John Action plan for first aid uses the acronym 'DRS ABCD'. What does the 'A' stand for?	Airstrip	Ambulance	Airway
Q4	Why shouldn't you remove an injured motorcyclist's helmet if they are lying on the road?	Because they could catch a chill	Because you may damage their helmet in the process	Because you may risk neck injuries to the casualty

Part 10

Answers to the Review Questions



Below you will find answers to the review questions contained in sections 2 – 8.
All correct responses are highlighted.

Section 2 The Licensing System in WA

Q1	Which other item must you produce on the day of your practical assessment in addition to your learners permit?	Secondary identification	Primary identification	A recent bill in your name
Q2	What is the minimum number of hours that are required in the log book stage if you have just passed your practical assessment for your first licence?	20	25	30
Q3	What documentation must you produce when applying to remove a 250cc motorcycle restriction?	Primary identification only	Secondary identification only	Both primary and secondary identification
Q4	Whilst learning to ride, you must:	Display 'L' plates at all times.	Display 'P' plates	Wear a fluorescent vest

Section 3 Your Licence and the Law

Q1	What is the penalty for attempting to bribe an officer of the department in order to obtain a licence?	Ban from re-applying	Prosecution	A letter of caution
Q2	Complete the sentence: “ Disqualification ” means you...	Are not permitted to - hold a driver's licence; apply for a driver's licence, or be granted a driver's licence	Have failed your practical assessment	Need to book another practical assessment to requalify
Q3	Complete the sentence: If your driver's licence is “ cancelled ” you...	Can recommence driving at the end of the disqualification period (provided the licence is still current/valid)	Must inform the Department that an error has occurred and can drive again once it is fixed	Must apply for a new driver's licence when the disqualification ends in order to ride again
Q4	Complete the sentence: If your driver's licence is “ suspended ” you...	Can only drive for work related activities	Can recommence driving at the end of the suspension period (provided the licence is still current/valid)	Can never drive again

Section 5 Motorcycle Rules and Regulations

Q1	How many pillion passengers are permitted on a motorcycle that is designed to transport pillion passengers?	One.	Two. Provided they can fit comfortably.	As many as possible.
Q2	When loading your motorcycle it is recommended that you keep the load low, forward, balanced and secure. Forward refers to:	Placing your load on the front of your motorcycle	Placing your load above or in front of the rear axle	Placing your load facing forwards
Q3	What must you wear if you are a passenger being carried in a sidecar?	Something warm	A correctly fitted and securely fastened approved motorcycle helmet	Reflective clothing

Section 6 Your Safety

Q1	If you lose concentration whilst riding, what else is likely to occur?	You will have quick reflexes	Your reaction time will be slower	You will feel ill
Q2	What should you do if you need cough medicine prior to riding?	Ask your doctor, pharmacist or check the medicine label to see if it could affect your riding	Take the medicine an hour before riding	Ride if you feel alright
Q3	What is the minimum permitted tread depth on any tyre before it is considered illegal?	1.7mm	1.0mm	1.5mm
Q4	What is recommended for cleaning your helmet?	Industrial cleaner	White spirits	Mild soapy water

Section 7 Safe Riding Skills

Q1	What should the horn be used for?	Benefitting pedestrians or other road users who have not noticed you	To signal your annoyance	To greet other road users
Q2	When is it vital to check your blind spots?	Changing gear	When changing road position	Slowing down
Q3	How many seconds are recommended to maintain a suitable crash avoidance space when following another vehicle in fine road conditions?	1.5 seconds	2 seconds	3 seconds
Q4	What should you do if another motorist does something that upsets you?	Sound your horn	Flash your headlights several times	Remain calm and not react

Section 8 Riding in Regular Traffic

Q1	Which statement is correct?	Cyclists have an equal right to use the road as other vehicles	Cyclists are not permitted to use roads unless they are marked with cycle lanes	Cyclists have to give way to all other traffic
Q2	If the traffic lights at a four way intersection are not working and the amber lights are flashing, what should you do?	Give way to your left	Give way to your right	Stop and wait for the lights to resume
Q3	How can railway crossings pose an additional hazard to motorcyclists?	The road markings can dazzle motorcyclists	They are harder for motorcyclists to see	By changes in the riding surface
Q4	When two lanes merge, who has right of way?	The vehicle on the left	The vehicle on the right	The vehicle with any portion ahead at the merge point

Section 9 Managing Emergencies

Q1	What must you do if you are involved in a crash where an injury has occurred, or if there is more than \$3,000 damage done to vehicles and/or property (in total), or if the owner of the damaged property is not present?	Report the crash to Police	Advise your insurance company as a priority	Keep a record of events in case someone reports the crash and the Police may wish to interview you
Q2	What is the first thing you must do if you are involved in a crash?	Report it to the Insurance commission of Western Australia	Stop immediately	Exchange names and addresses
Q3	The St John Action plan for first aid uses the acronym ' DRS ABCD '. What does the ' A ' stand for?	Airstrip	Ambulance	Airway
Q4	Why shouldn't you remove an injured motorcyclist's helmet if they are lying on the road?	Because they could catch a chill	Because you may damage their helmet in the process	Because you may risk neck injuries to the casualty

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