

2025

LEARNER DRIVER MANUAL

GOOD DRIVERS DON'T HAPPEN BY ACCIDENT



Jeff Lane

Radskills Driving School

1/1/2025

Introduction

Welcome to the RADSKILLS Driving Manual—a practical guide designed to help you become a confident and safe driver. Whether you're learning for the first time or refining your skills, this manual walks you through everything from the basics of vehicle control to advanced strategies for navigating tricky intersections and roundabouts. We believe that good drivers aren't born—they're trained. With the right mindset and techniques, you can master the road and enjoy the journey.

Ready to level up your driving skills? Let's hit the road safely, one step at a time.

Table of Contents

1.	Driving Concepts	2
2.	Systems of Vehicle Control	3
3.	Starting, Securing, and Moving the Vehicle	4
4.	Fear and Driving Habits	5
5.	Key Driving Techniques.....	7
6.	Braking Systems and Techniques.....	9
7.	Braking Technique: “Ease, Squeeze, Back Off”	10
8.	Braking in a Corner:	11
9.	Street Strategies	13
10.	Introudction to Cornering	15
11.	Cornering and Road Construction	16
12.	Everyday Cornering Approaches.....	22
13.	Dual Apex Corners	23
14.	learning confirmation	Error! Bookmark not defined.
15.	5 Golden Rules: <i>To being an effective, competent and safe driver</i>	43
16.	OFFICE USE ONLY.....	44

Date Updated	Updated By	Version Num	Approved Date
05/01/2025	G.MCCOURT	V2	
2010	J LANE	V1	2010

1. DRIVING CONCEPTS

DEFINITIONS

Before we start, let's get some definitions out of the way.

- **Give Way:** Think of it like a polite nod—you check for any approaching traffic, cyclists, and pedestrians, and once the coast is clear, you can go.
- **Stop:** Come to a full stop behind the line, take a breath, and look all around. Only when it's safe, proceed. Stop signs mean visibility is limited or danger is higher—so treat them as a big red exclamation point.
- **Intersection:** This is where roads meet—whether it's a classic crossroads or a tricky roundabout.
- **Continuing Road:** The main road that keeps flowing, holding the right of way.
- **Terminating Roads:** These are the side roads that either end at the intersection or yield to the main road.

Roundabouts: A choreographed dance of cars designed to keep traffic moving in all directions.

- **Unlaned Road:** A simple one-lane-in-each-direction road.
- **Laned Road:** Roads with two or more lanes in each direction—sometimes a juggling act of vehicles.
- **High Speed:** Yep, anything over 50 km/h counts here. Why? Because that's where your car's safety bubble starts to wear thin! Crash tests max out at 50 km/h—any faster, and the risk of injury jumps.
- **ANCAP:** This benchmark is set by ANCAP (Australian New Car Assessment Program).
- **Peripheral Vision:** Peripheral vision is the part of your field of view that occurs outside your focal vision—think of it as your driving superhero, always on duty, spotting movement without you turning your head. It's essential for staying aware of what's happening around you.
- **Focal Vision:** Your straight-ahead, detail-focused view—perfect for catching signs, pedestrians, and hazards directly in front of you.

2. SYSTEMS OF VEHICLE CONTROL

BASIC SYSTEM (MIB - MIRRORS, INDICATORS, BRAKE)

Think “Men in Black” - this system should become you’re driving mantra:

Mirrors, Indicators, and Brake

- Centre Mirror → Side Mirror → Indicate.
- Centre Mirror → Side Mirror → head check/blind spot.

Use this system for curb stops, moving off from the curb, lane changes, and left turns from a continuing road. It applies to every slow-speed manoeuvre.

APPROACHING INTERSECTIONS, ROUNDABOUTS, OR TRAFFIC LIGHTS:

- **Look right** for pedestrians and cyclists.
- **Look left** and position your vehicle.
- **Select a gap carefully** for smooth entry.

LANE CHANGES:

- Centre Mirror → Side Mirror → Indicate.
- Look up the road ahead of your path of travel, ensuring the lane you want to enter is clear.
- Identify the same car in both the centre and side mirrors to confirm it's behind you.
- Perform a head check for blind spots, then move into the lane.

This system applies to curb stops, moving off, lane changes, and left turns from a continuing road it ensure yours and others safety.

REVERSING

- Perform a 360-degree check around the car before reversing.

3. STARTING, SECURING, AND MOVING THE VEHICLE

STARTING THE CAR

IGNITION → SEATBELT → DASH CHECK → BREAK → IGNITION → FINAL DASH CHECK

- I. Turn the ignition key or press the start button.
- II. Fasten your seatbelt.
- III. Check the dashboard for warning lights and fuel level.
- IV. Place your foot on the brake pedal.
- V. Start the car.
- VI. Perform a final check of the warning lights to ensure the car is ready to go.

SECURING THE CAR:

APPLY THE HAND BRAKE → SHIFT TO NEUTRAL → RELEASE BRAKE → SELECT PARK

MOVING OFF:

SELECT DRIVE → FOOT OFF BRAKE → OVER THROTTLE → RELEASE HAND BRAKE.

STEER BEFORE GEAR:

While the car is moving slowly, steer to the full lock position before you stop and select a forward or reverse gear.

4. FEAR AND DRIVING HABITS

Fear and its Effects: Understand that fear is the strongest emotion in the body, triggering instinctive survival responses like flight or fight. While these reactions were necessary when humans had to avoid predators, they are counterproductive for safe driving today.

HOLDING TOO TIGHT:

When starting out on the road, it's common to grip the wheel too tightly, creating a "death grip." As the vehicle interacts with the camber of the road, this grip causes you to fight to keep the car straight, drawing all your attention down to the road directly in front of you. Relax—driving is fun. Take a deep breath, exhale, and almost open your hands on the wheel to let your shoulders drop. The lighter your grip, the easier it is to control the car. However, always keep both hands on the wheel when the vehicle is in motion.

LOOKING DOWN

Holding the wheel too tightly often feeds into another habit: looking down at the road rather than ahead. Struggling to stay straight causes your focus to drop. Over time, you will relax, but your eyes won't naturally look up unless you make a conscious effort. Look as far up the road as you can see—it's your peripheral vision that guides the car, not your focal vision. Your focal point should be at least 100 metres ahead to detect hazards. Trust your peripheral vision to handle lane placement and alert your focus when something demands attention. Fear will try to keep your gaze down, so push back and practice looking up.

TURNING TOO EARLY

Fear often shifts attention toward the gap in traffic rather than the street you're entering, leading to early turns. This tendency becomes more pronounced at higher speeds. Look into the street first, identify any hazards, and then worry about the gap. Gap selection comes last, not first. Position your vehicle properly so that you turn into the street, not across it.

AVOID TARGET FIXATION

When you see an OBJECT, you don't want to hit, it's instinctive to stare at it, which can cause you to steer toward it. Instead, focus directly up the road past the object in your path. Where you look is where you will go—keep your eyes locked on the clear path of travel.

FOLLOWING TOO CLOSE

New drivers often try to compensate for tailgaters by following the vehicle ahead more closely. Over time, this can become a habit. Always maintain a 3-second following distance—it's the law and increases traffic flow. Remember, closing the gap doesn't get you there faster. The next traffic light is often red, and everyone stops at the same time. Relax and keep the distance; it helps avoid collisions.

RUSHING GAPS

Turning in traffic can be intimidating, especially with a line of cars behind you. This pressure may lead you to rush into unsafe gaps. Take a breath and remember that there is always a gap—you just need to wait for it. Rushing can cause accidents that bring everything to a halt for hours. The vehicles behind you depend on your safe decision-making.

RUSHING OBSERVATIONS

Fear can cause you to glance frantically left and right without truly observing what's happening. Slow your head movements and scan deliberately. There's no point in checking left constantly if there's no gap on the right. Identify the car you want to follow on the right and then casually check left for secondary hazards. Periodically monitoring both directions ensures you don't miss any new developments.

Golden Rule: WHERE YOU LOOK IS WHERE YOU WILL GO. FOCUS ONLY ON WHERE YOU WANT TO GO, NOT WHERE THE HAZARDS ARE.

5. KEY DRIVING TECHNIQUES

POSTURE:

Having the correct posture in the vehicle is critical for both safety and control. Position the seat so you can touch the firewall with your feet without overstretching.

This has three key benefits:

1. You will have maximum leverage over the brake pedal and be able to use its full travel.
2. If your vehicle is fitted with a left footrest, you can use it during cornering to help lock yourself into the seat.
3. When braking hard in an emergency, your leg will be bent at the knee, reducing the risk of it being forced back into the hip and causing serious injury or death due to blood loss.

The back of the seat should be upright to provide clear vision of the road and support for your lower back, preventing fatigue. You should be able to place your wrists on top of the steering wheel comfortably without leaning forward. In this position, your arms will have a 45-degree bend when holding the wheel in the 10-2 position, giving you total control of the vehicle.

CONTROL:

Always keep both hands on the steering wheel. If your foot is not pressing on the accelerator, it should hover over the brake. Never rest your foot on the accelerator, as this can cut your braking time in half. Remember that 90% of braking errors occur when drivers move their foot from the accelerator to the brake in a rush.

VISION:

Aim high and look as far down the road as possible. Scan the road at least 16 seconds ahead of your path of travel. Rest your eyes periodically by changing your focal point. Every 8-10 seconds, check your speed and mirrors. Take mental notes of what's around you—if a car you saw behind you is no longer there, consider where it might have gone. Check your blind spots regularly to stay aware of your surroundings.

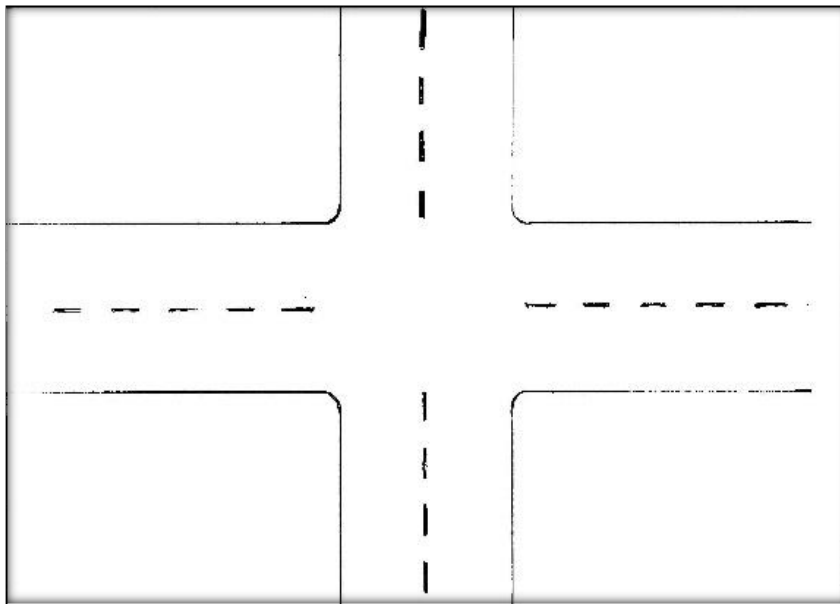
PATIENCE:

Never be in a rush when you drive. If you're going to be late, you're going to be late. Remember the phrase, "better late than never." Maintain a 3-second following distance. Wait three seconds after the light turns green before entering the intersection to ensure it has cleared. If you'll be stopped at a red light for longer than five seconds, shift into neutral and apply the handbrake. Plan your route ahead of time to avoid last-minute decisions.

COURTESY:

Courtesy on the road is an important but often overlooked aspect of safe driving. Leaving space between you and the car in front at intersections allows flexibility if the car ahead needs to reverse. Never block intersections or driveways. If someone signals to change lanes, let them in—it won't make you any later.

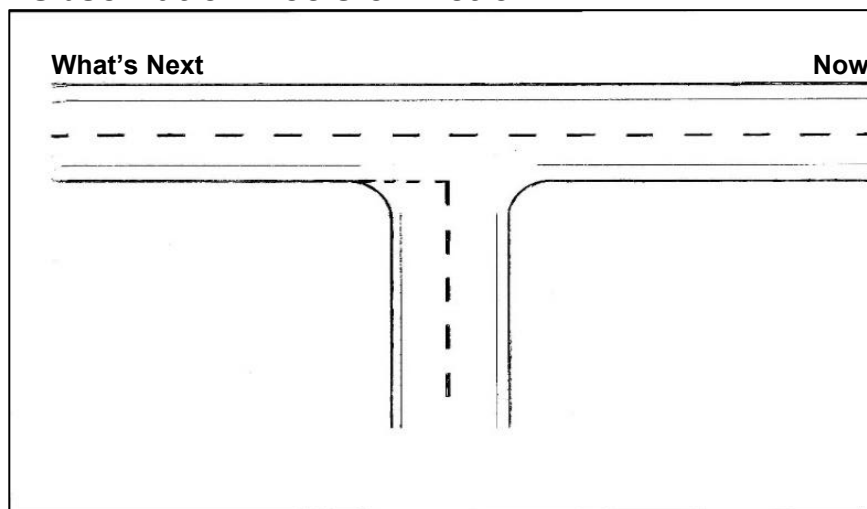
GOLDEN RULE: NEVER USE YOUR MOBILE PHONE WHILE DRIVING. REMEMBER: "GOOD DRIVERS JUST DRIVE."



FIRST RULE

- Give way to your right.
- “D” Rule.

Observation Decision Action



THINK MEN IN BLACK

M
I
B

MIRROR INDICATE BRAKE

C
S
I

**CENTRE MIRROR SIDE MIRROR
INDICATE**

C
S
H

**CENTRE MIRROR SIDE MIRROR
HEAD CHECK**

6. BRAKING SYSTEMS AND TECHNIQUES

Braking is broken into two parts: Reaction Time and Stopping Distance.

Reaction Time

This is the time that it takes from when you see something to when you begin taking action. For a healthy, alert person, this reaction time is about one second, broken into three equal parts:

- 1/3 of a second to identify the hazard as a threat.
- 1/3 of a second to decide what to do about it.
- 1/3 of a second to get the body moving.

Real-world example:

Let's say you're travelling down the road at 50 kph and little Johnny chases his ball onto the road in front of you. By the time you see little Johnny and move your foot to the brake, you have travelled around 10 metres—longer than two family cars—before even pressing the brake.

This distance increases with speed. Adding just 10 kph to bring your speed to 60 kph increases the reaction distance to 12 metres. Remember, this is all before applying the brakes.

Stopping Distance

This is the actual distance it takes to bring the vehicle to 0 kph using the brakes, assuming the vehicle is in good condition (brakes, tyres, suspension, etc.). If any of these components are faulty, stopping distance can almost double.

SCENARIO:

If the vehicle is travelling at 50 kph and takes 10 metres of reaction time before braking, an experienced driver who knows how to brake without locking the wheels will need approximately 14 metres to stop the vehicle—longer than a bus. Increasing the speed to 60 kph increases the braking distance to 20 metres—an extra 6 metres.

Total Stopping Distance:

At 50 kph:	At 60 kph:
- Reaction time: 10 metres. - Braking distance: 14 metres. - Total stopping distance: 24 metres (4 metres longer than a cricket pitch).	- Reaction time: 12 metres. - Braking distance: 20 metres. - Total stopping distance: 32 metres (cricket pitch).

This demonstrates that stopping distance increases significantly with speed. This is why suburban streets are 50 kph and school zones are 25 kph.

7. BRAKING TECHNIQUE: "EASE, SQUEEZE, BACK OFF"

EASE

Gently press the brake pedal until you feel resistance. This transfers the weight forward, loading the front suspension and forcing the tyres to grip the road.

SQUEEZE:

Once the vehicle is set for effective braking, firmly press the brake pedal while feeling for traction.

BACK OFF:

If you hear a gravelly sound, ease off slightly to prevent the wheels from locking.

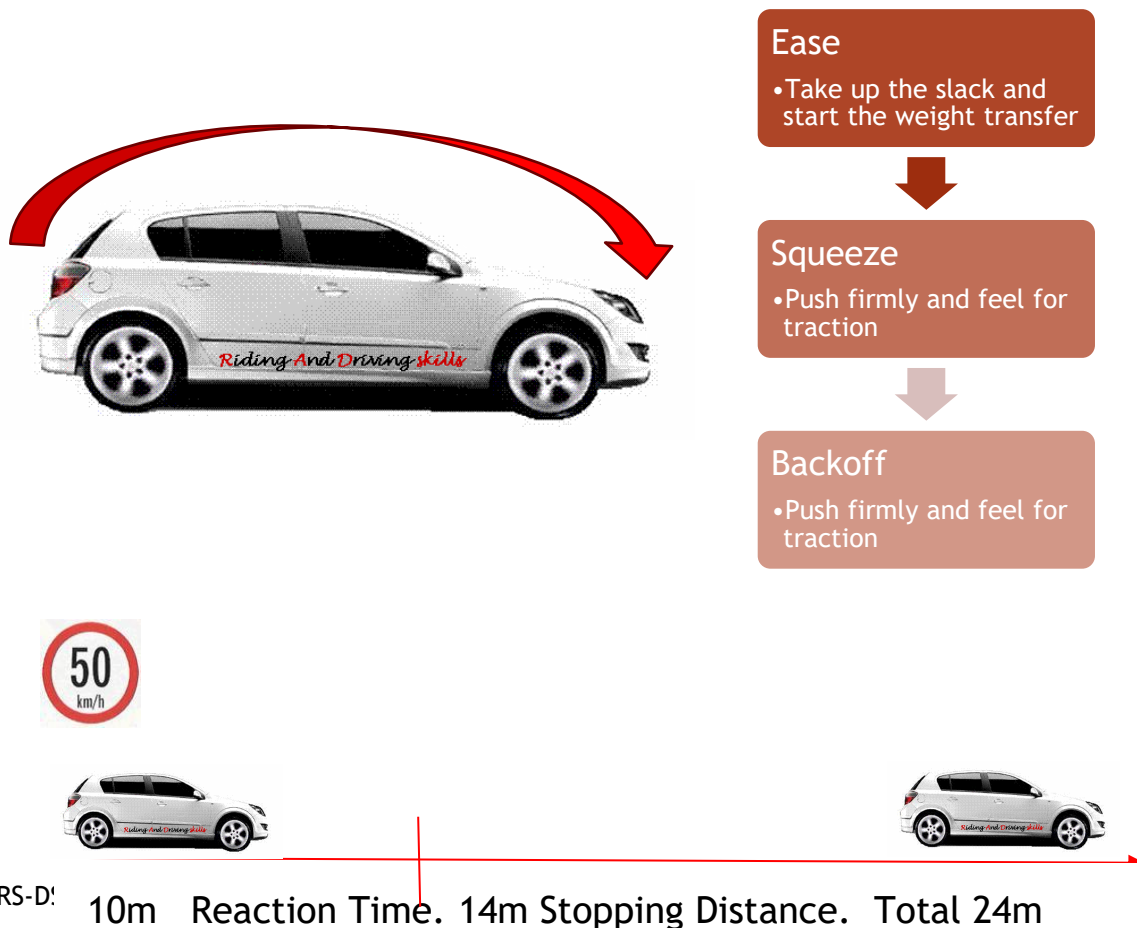
Although there are three parts to braking, the process should be smooth and continuous.

PRACTICE:

EXPERIENCED MOTORISTS OFTEN TEST THE BRAKES OF EVERY VEHICLE THEY OPERATE TO BUILD MUSCLE MEMORY. EFFECTIVE BRAKING IS ONE OF THE MOST CRUCIAL SKILLS FOR SAFE DRIVING.

Wet Weather Braking:

In wet weather your braking technique is still the same, however you can't brake as hard as you could in the dry. Once again you are listening for that gravelly sound. It will start sooner and because of the water on the road it won't be as noticeable as it will be in the dry. The key to driving in the wet is to be as smooth as possible, leave a bigger gap to give yourself more time to react and brake gently.



8. BRAKING IN A CORNER:

Now this is something to be avoided if possible. Yes, we know race car drivers on certain types of corners will brake up to the apex, this is called 'trail braking', its only done on certain types of corners and by very experienced car drivers. It is not a technique for the road.

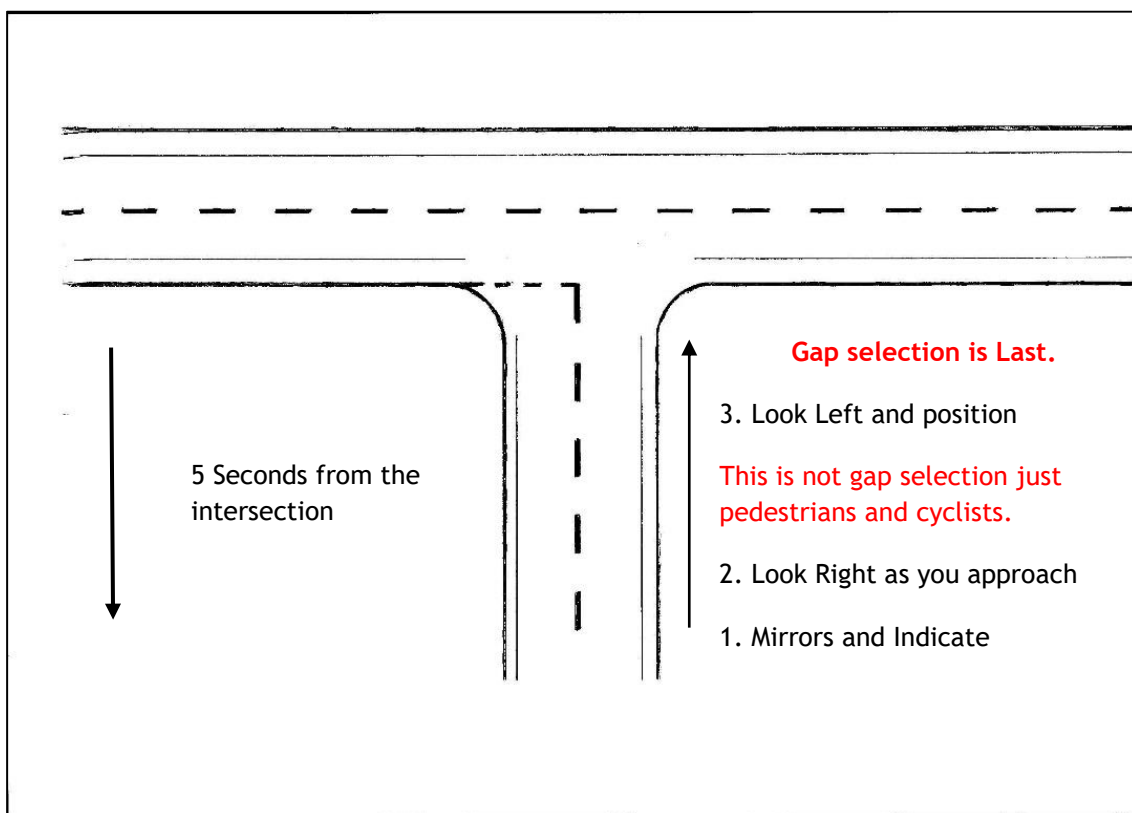
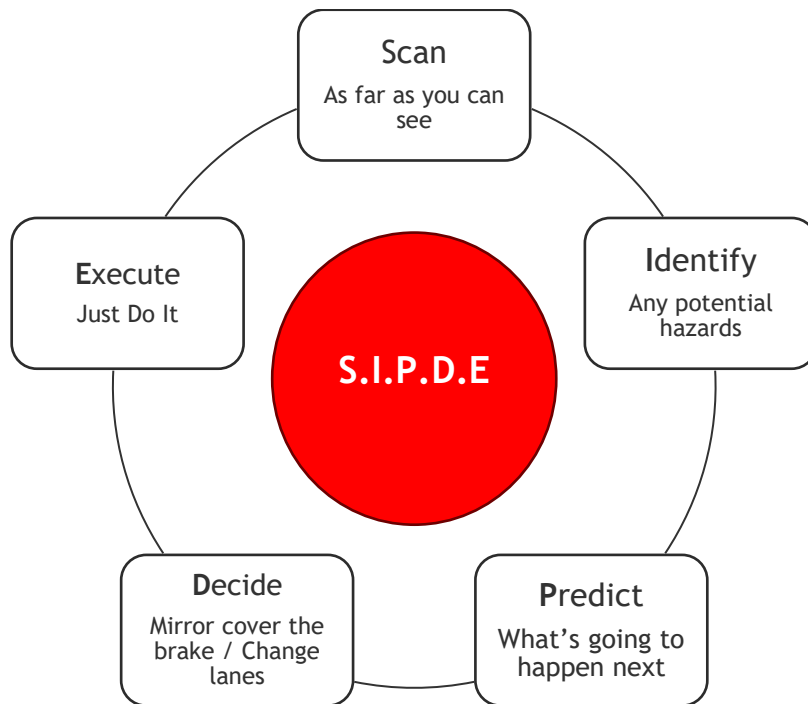
The best way to handle corners is to slow down early and gently before the turn. The advisory signs placed before a corner indicate a safe target speed. Slow the vehicle before you reach the sign, then release the brake and prepare to drive smoothly out of the turn. This approach allows the suspension to adjust naturally to the road surface and cornering forces.

If you must brake in a corner due to unforeseen circumstances, straighten the vehicle as much as possible before applying the brakes. However, this presents a challenge, as corners often feature obstacles like guard rails or oncoming traffic. This is why braking before the corner is essential.

Straightening the vehicle before braking removes lateral cornering forces from the tyres and suspension, making the car more stable. Once the car is under control, reintroduce cornering forces gradually to prevent wheel lock-up and skidding. Listen for the gravelly sound from the tyres and adjust brake pressure as needed

TIP: Straightening the vehicle removes cornering forces from the tyres, enabling controlled braking. Once stabilised, gradually reintroduce cornering forces to avoid locking the wheels.

SAFE DRIVING PROCESS



9. STREET STRATEGIES

Street Strategies is a process for survival on the roads. It is a combination of observation, awareness, road law, and experience. In this section, we cover methods to implement these strategies:

Street Strategies begins with **observation**. In earlier lessons, you were encouraged to aim high through the steering and to use your total vision, including both your focal and peripheral vision. Remember the exercises designed to expand your peripheral vision? Observation is key to anticipating changes around you.

S.P.I.D.E

Scan → Identify → Predict → Decide → Execute

SCAN:

Look as far as 16 seconds ahead on your path of travel. Don't just watch the car directly in front of you—look through it to anticipate hazards. If you cannot see past it, back off to increase your visibility. Remember that while a 2-second following distance is legally required, a 3-second gap improves your vision, reaction time, and gives space for other vehicles to interact safely. Use your peripheral vision to monitor side mirrors and side streets for movement.

IDENTIFY:

Be aware of your driving environment. Search the road for anything that might be a hazard.

PREDICT:

Use experience and common sense to predict what will happen next. For example, if you see a bus in the left lane on an arterial road, you can predict that it will stop within 100 metres. Expect drivers behind it to change lanes suddenly.

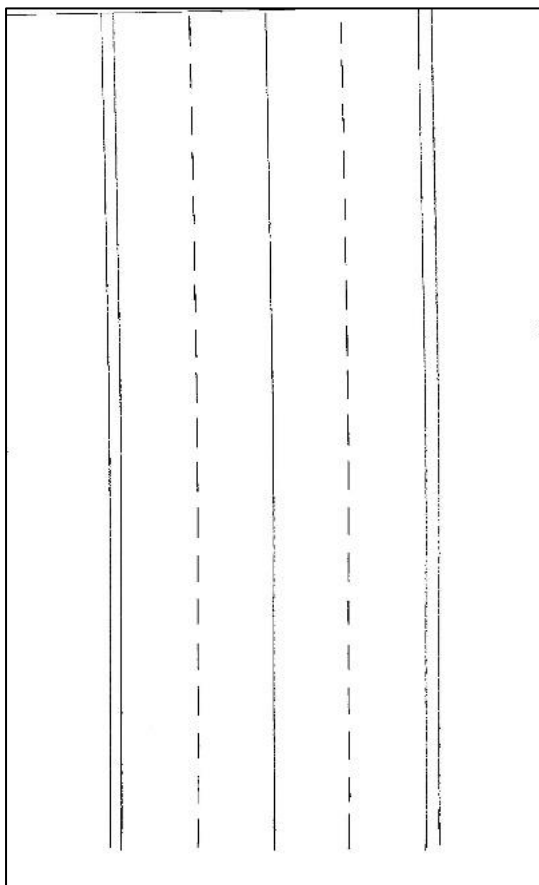
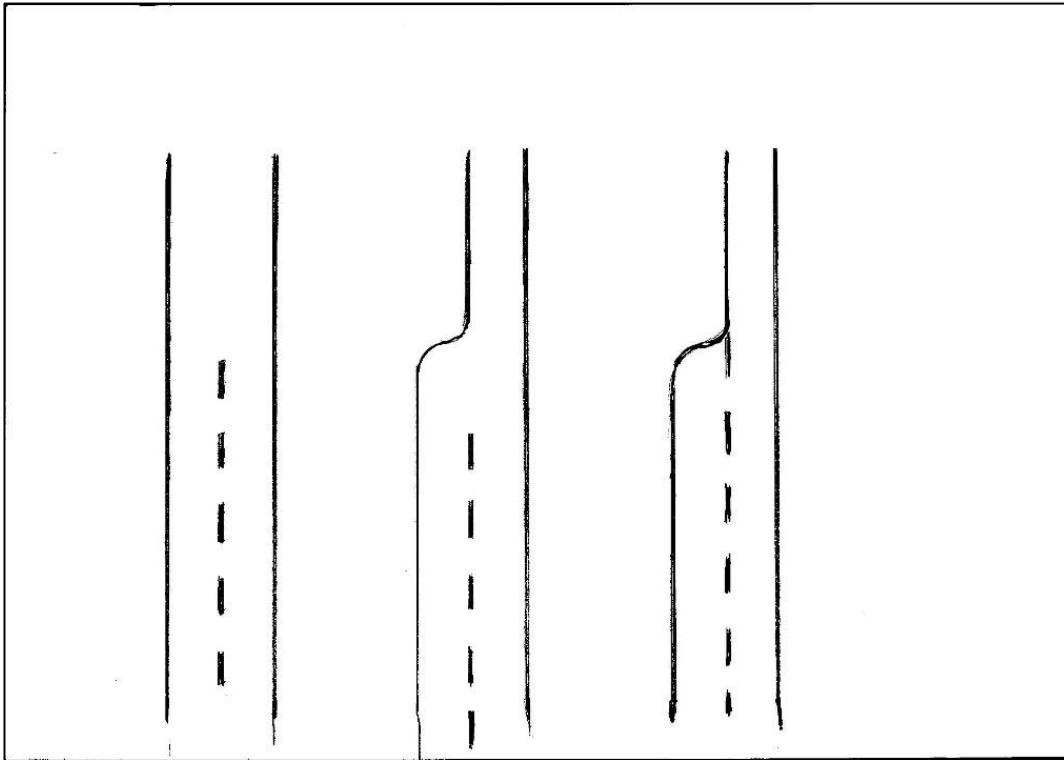
DECIDE:

Decide based on your observations. In the example of the bus, you might choose to change lanes early to avoid getting stuck.

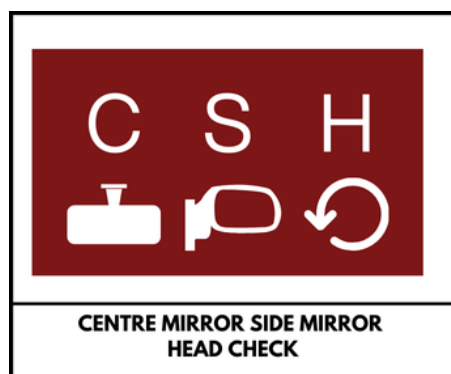
EXECUTE:

Carry out your decision confidently. Stick with your first choice—hesitation can lead to mistakes and dangerous situations.

By following the SIPDE process consistently, you enhance your situational awareness and improve your ability to make timely, safe decisions on the road.



Take a breath relax check your speed look ahead.



Rule : Must see the same car in both mirrors.

10. INTRODUCTION TO CORNERING

Cornering involves understanding how roads are constructed and how vehicles behave through turns. Roads are built with nine potential cornering features, grouped into three categories:

- **Type of Corner:** Constant radius, decreasing radius, or increasing radius.
- **Camber:** Positive camber, negative camber, or no camber.
- **Elevation:** Uphill, downhill, or flat/level roads.

Roads are designed primarily for water runoff rather than performance. Although yellow advisory signs indicate the type of corner and suggest a safe speed, they don't describe how the corner will feel in terms of camber or elevation.

ADVISORY SPEED GUIDE:

If the advisory speed is around half of the posted limit, the turn will likely feel negative, causing the car to drift outward due to inertia.

If the advisory speed is above half of the posted limit, the corner will provide a more positive feel, helping the car hold its line through the turn.

The Correct Line Through a Turn: A turn consists of three parts: Entry, Apex, and Exit. The path followed from entry to exit is referred to as the "line."

THREE SIMPLE RULES FOR SUCCESSFUL CORNERING:

- I. The exit is the most important part of the turn.
- II. The vehicle must run wide somewhere in the turn.
- III. You must finish your turns.

By understanding these principles and practicing proper cornering techniques, drivers can maintain control and navigate turns safely.

11. CORNERING AND ROAD CONSTRUCTION

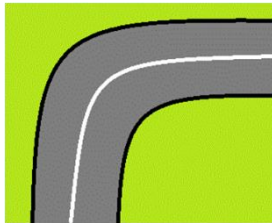
Understanding corners and how they influence the vehicle is a very important part of safe driving. Your ability to identify what type of corner you are entering and determine the correct course of action required for that turn can go a long way to preventing you from running off the road or having a head on collision with an oncoming vehicle.

There are 3 main characteristics to a corner each characteristic has 3 properties. So, the 3 characteristics are.

RADIUS



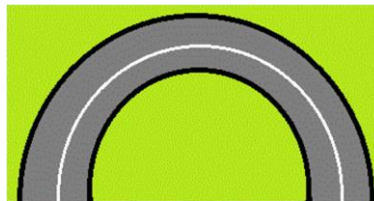
Constant Radius



A constant radius corner has the same radius from start to finish as shown above.



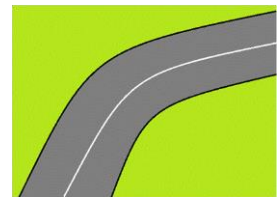
Decreasing Radius



A decreasing radius corner turns back on its self so the radius gets tighter the further you get into the turn



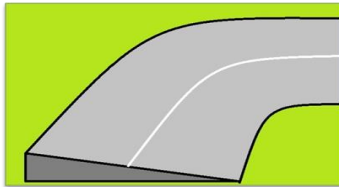
Increasing Radius



A Increasing radius corner will open up when you enter it. It is the least dangerous of the three.

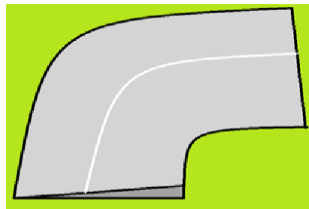
CAMBER

Positive Camber



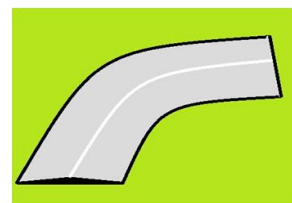
A positive camber corner has the inside of the corner lower than the outside of the corner. Effectively it will lean into the corner.

Negative Camber



A negative camber corner has the outside of the corner lower than the inside of the corner. Effectively it will lean out of the corner.

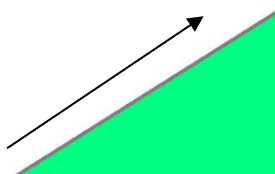
No Camber



A corner with very little or no camber. It is important to note that all corners carry some form of camber be it very subtle or in the form of a crest in the centre of the road as shown.

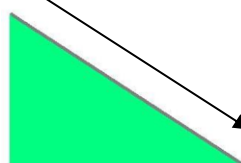
ELEVATION

Up Hill



Roads that run up hill

Down Hill



Roads that run down hill

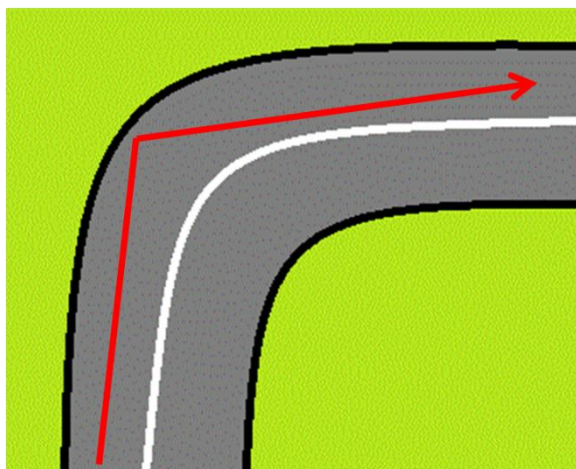
Flat / No Hill



Roads that are flat or have very little elevation.

RADIUS

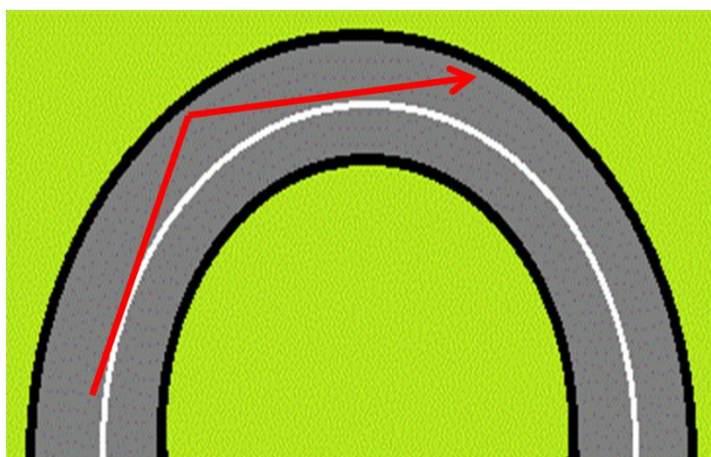
CONSISTENT RADIUS CORNER.



In entering a constant radius corner, when you reach the apex, you should be able to see the exit.

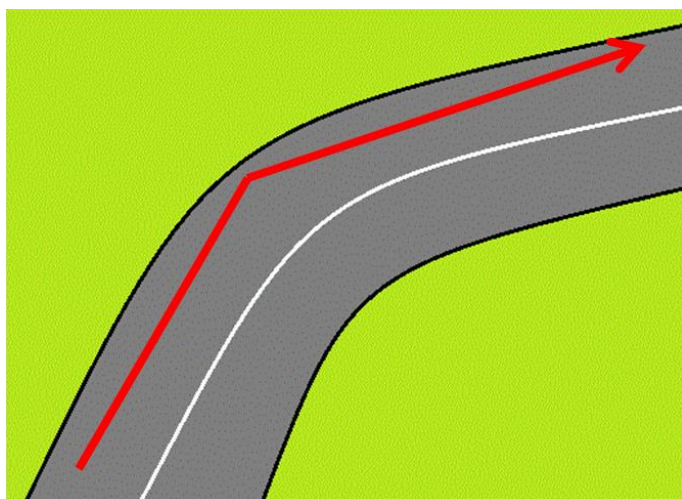
You need enter this type of corner slowly, due to the depth you must travel to see the exit. Once you have established the exit then you can apply the throttle and drive the vehicle out of the corner.

DECREASING RADIUS CORNER.



In identifying a decreasing radius corner, you will find that when you have reached the apex you will not be able to see the exit. This type of corner requires extra care and attention. Once in this type of corner you can only use maintenance throttle but not acceleration until you reach the exit.

INCREASING RADIUS CORNER.

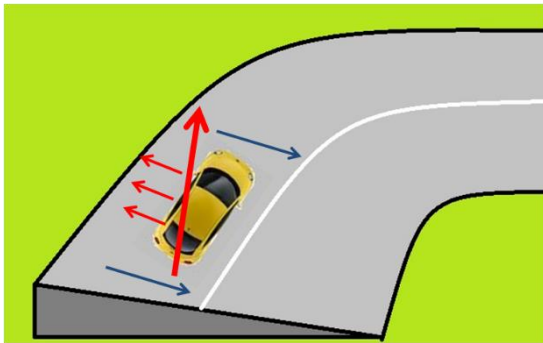


Increasing radius corners are typically the safer of the 3. In entering an increasing radius corner, you will be able to see the exit well before the apex.

Always read the cautionary signs at the entry to all corners they are put there for your safety and hold valuable information on the direction and type of corner you are approaching.

CAMBER

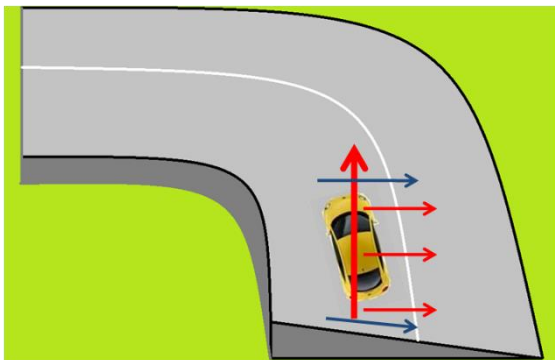
POSITIVE CAMBER



To understand the effects of a positive camber corner we must understand inertia. Every moving object will carry a force called inertia. If I were to serve a tennis ball to you and you returned it the force you would feel in your racket will be the inertia of the ball, then if I served a cricket ball to you the force would be greater, although the ball is of similar size the cricket ball weighs more than the tennis ball therefore it will have more inertia.

So the bigger the vehicle the more inertia it will carry in a corner, and the more effect the camber will have on the vehicle, that's why racing cars are kept as light as possible. So how does it work. When you enter a corner the inertia of the vehicle is heading in the same direction of the vehicle, then as you turn the wheel the inertia will continue to pull the vehicle to the outside of the turn, causing the body of the car to roll in that direction until the end of the turn, when the inertia is travelling in the same direction of the car. The camber of the corner in this case Positive, will lift the outside of the car and counter act the force of the inertia holding the car in the turn so the grater the camber the more force it will have on the car.

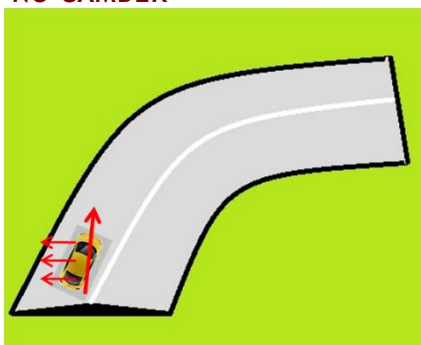
NEGATIVE CAMBER



Like a Positive Camber the inertia has the same effect on the car. As you enter the corner the inertia continues in the direction the vehicle is travelling, as you steer the vehicle in into the turn the inertia will cause the vehicle to roll to the outside of the turn. This time the camber is going to work with the inertia, lift the outside of the vehicle increasing the effect of the inertia. The vehicle will feel very light and hard to keep in the turn.

In this type of turn it is very easy to run off the road. It is important to understand the effects of inertia in a corner, the heavier the vehicle and the greater speed, the grater the effect inertia will have on the vehicle. Your ability to identify a negative camber corner early will help you get your entry speed correct. You must not use the accelerator to increase the speed of the vehicle until you have exited this type of corner.

NO CAMBER

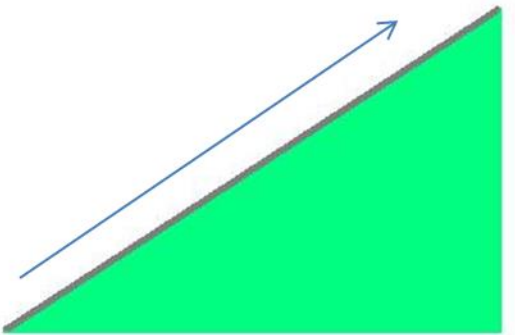


Un like the positive and negative camber corners, a corner with very little or no camber has very little effect on the vehicle, so all the forces you feel on the vehicle will be the inertia. It is important to note that although a corner with little or no camber may not have any effect on the vehicle, it also won't help the vehicle stay in the turn, in essence this corner will still feel negative. Remember that the heavier vehicle and the speed, will still greatly increase the negative feeling of this type of corner.

Just as a side note. Although the explanations of camber presented here are in a perfect world, unfortunately we don't live in a perfect world, nether do the people that build the roads. It is not uncommon to find corners with varying cambers, they may start out positive go flat or negative than positive again, there is no hard fast rule for construction of corners. As an experienced driver we must look as far up the road as possible, identify what type of corner you are entering, then apply what you know. Never drive by what you feel, by the time you feel the forces acting on the vehicle it's too late.

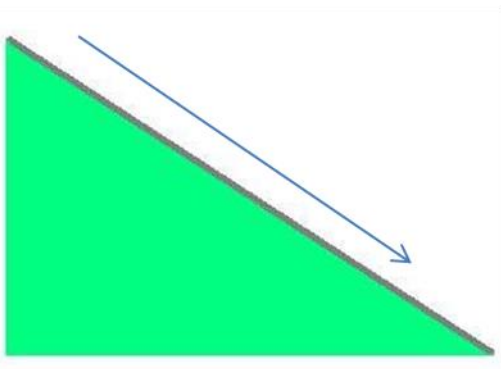
ELEVATION

Up Hill



Corners that are running up hill will have a similar feel to that of a positive camber. As the vehicle climbs the hill it will require more throttle to drive the vehicle this has a downward force on the suspension helping to stabilise the vehicle giving the vehicle a more positive feel.

Down Hill



Corners that are running down hill will have a similar feel to that of a negative camber. As the vehicle runs down the hill gravity will over run the vehicle causing you to use the brakes this will unload the suspension making the vehicle feel light or giving it a negative feeling. To help combat this you can select a lower gear to help stabilise the vehicle.

Flat / No Hill



Corners that are on level ground will have little or no influence and are similar to that of a corner with no camber.

CAUTIONARY SIGNS & CORNERS

As discussed earlier, the cautionary signs on the road can indicate the type of corner you are approaching, such as a constant radius, decreasing radius, or increasing radius corner, as well as the direction of the turn. The speed indicator also provides valuable information, but remember that this is only a rule of thumb and should be used as a guide.

When approaching a corner, observe the cautionary sign and consider what type of corner it signals. Then look at the recommended speed:

- If the speed is about half the posted speed limit or lower, expect a negative camber or a steep descent. For example, a 35 km/h advisory speed in a 60 km/h zone indicates that the corner will likely cause the vehicle to drift wide due to inertia.
- If the advisory speed is higher (e.g., 45 km/h in a 60 km/h zone), the corner may help hold the vehicle in the turn, providing a more positive feel.

It's crucial not to rely solely on signs—always evaluate the corner as you approach. Just because the entry of a 35 km/h corner feels positive doesn't mean the exit will be.

SIMPLE RULES FOR CAUTIONARY SIGNS:

- Cautionary speeds at or below half the posted speed limit usually indicate negative corners.
- Cautionary speeds well above half the posted limit often suggest a positive-feeling corner.
- Watch for "SLOW DOWN" hazard arrows, as they often signal a tightening turn or poor camber.

These signs are placed far enough before the corner to give drivers time to reduce their speed. They may indicate that the exit of the corner is not immediately visible and may continue to curve unexpectedly.

Treat all corners as unique, adapt your speed accordingly, and always respect the posted limits. The purpose of cautionary signs is to guide you safely through turns and remind you that responsible driving can prevent accidents.



35 km/h suggested speed
Possibly a negative camber or
downhill in a 60km/h zone



45 km/h suggested speed
Possibly a negative camber or
downhill in a 60km/h zone

COMBINATION CORNERING SIGNS

When approaching a corner, you may encounter signs that indicate a series of corners ahead. These signs help drivers anticipate the nature of the turns and adjust their speed and control accordingly. To interpret these signs effectively, you must use the general rule of comparing the posted speed limit to the cautionary speed to assess whether the corner will have a negative or positive effect on your vehicle's handling.

For the purpose of this discussion, assume the speed limit is 60 kph. In this case, corners with a cautionary speed significantly lower than half the posted limit often indicate a negative effect, causing the vehicle to drift outward due to inertia.

UNDERSTANDING CORNERING SIGNS:

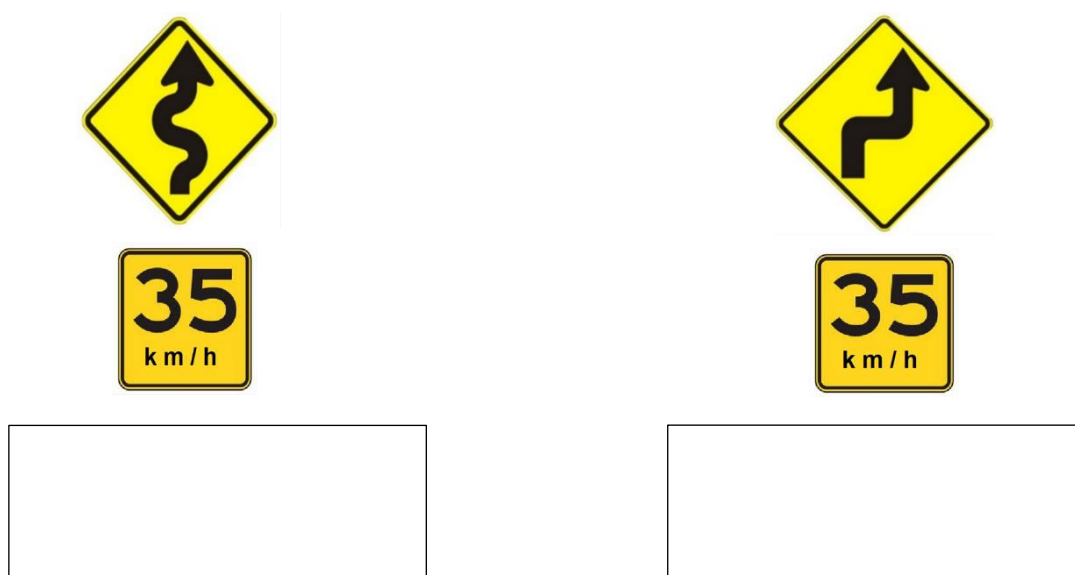
- Some signs indicate a direction change followed closely by another turn (e.g., right then left). The reason a single sign is used instead of two arrows is that the corners are too close together to warrant separate signs. This warns that the second corner follows almost immediately after the first.

APPROACHING SUCCESSIVE TURNS:

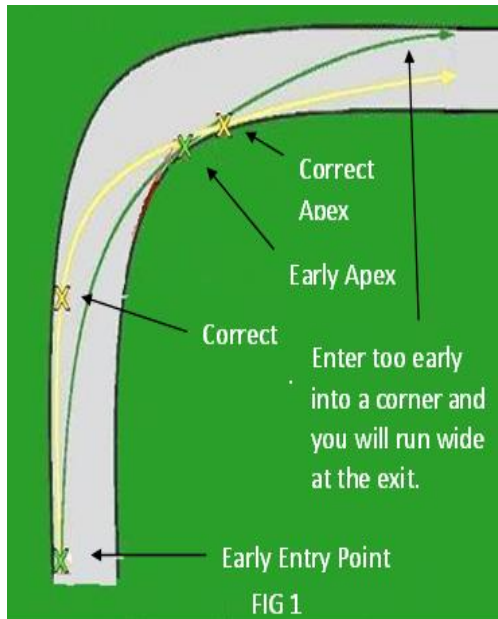
- Observe the first corner but remain cautious—don't accelerate prematurely, as the second corner may be sharp and close.
- Look out for additional caution signs such as "Slow Down Arrows," which indicate an approaching negative corner.

TIP: Cautionary Signs as Guides: Remember that cautionary signs are guides, not guarantees. Treat each corner individually and adjust your approach based on visibility, conditions, and traffic flow. Always obey the speed limits and never take unnecessary risks, as the lives of others on the road depend on your responsible driving.

Q: WHAT DO THESE COMBINATION SIGNS MEAN?



12. EVERYDAY CORNERING APPROACHES



Now that we understand the different types of road construction, let's look at how to approach them in everyday driving and the indicators on the road that warn you about tricky corners.

When approaching a corner, it is always better to approach it from as deep and late in the turn as possible. The yellow line represents a late entry technique.

ALTHOUGH THE STEERING ACTION IS SHARPER, THE RESULT IS:

- You are deeper in the turn and can see further around the corner before committing.
- The sharper steering action prevents you from running wide on the exit, keeping you away from oncoming traffic.
- You start further away from the inside of the turn, avoiding vehicles that might run wide in the opposite direction.

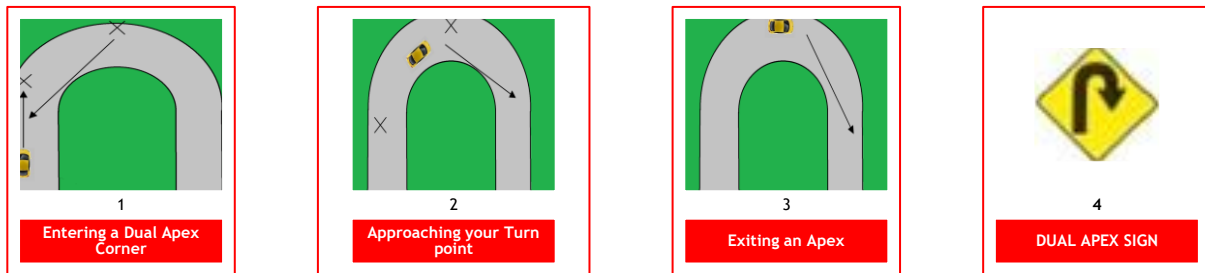
KEY CORNERING STEPS:

- ✓ **Observation:** Look well ahead at the corner you are approaching. Apply the brake and shift gears if necessary to reach the correct entry speed. Observe whether the corner has a positive or negative camber and check if you can see the exit.
- ✓ **If the exit is visible** and the corner has a positive camber, you can proceed safely through the turn.
- ✓ **If you can't see the exit** and/or the corner has a negative camber, slow the vehicle right down and take the turn as deep and legally as possible.
- ✓ **Cautionary signs** on the side of the road provide safe entry speed guidance and valuable information about what lies in or after the corner.
- ✓ **Once you know** the type of corner, look for the exit.
- ✓ **Steer toward the exit** using a single, smooth action if possible.
- ✓ **If the exit is not visible**, slow further and steer toward the furthest point you can see (the "vanishing point"). As the vehicle drifts back toward the centre of the road, you will be able to see the exit and can then steer towards it—this is called a double apex.
- ✓ **Once the vehicle is steady**, you can accelerate out of the corner.

TIP: A little accelerator input is good, but too much can be dangerous.

IF YOU COME ACROSS A SERIES OF TURNS WITH A LOW-SPEED INDICATOR, TREAT THEM WITH CAUTION AS THEY LIKELY INCLUDE ONE OR MORE SHARP CORNERS.

13. DUAL APEX CORNERS



Typically, a dual apex corner is a reducing radius corner. When approaching such a corner, you will usually see a sign indicating the direction of the turn and the cautionary speed. This sign provides valuable information about the type of corner you are entering. However, remember that even if the entry feels positive, the exit may not be.

KEY STEPS FOR DUAL APEX CORNERS:

- **Identify the Turn Point:** As you approach, locate the latest point where you can begin your turn. This prevents you from turning too early and running off the road.
- **Visualise the Path:** Look deep into the turn and identify the centre or furthest point of the corner. Project a line back through the apex to your path of travel—this becomes your reference for the turn.
- **Steer Smoothly:** As you reach the turn point, guide the car into the corner and maintain your focus on the exit. Let the car follow its natural path without overcorrecting. The vehicle may widen slightly as you turn, giving you a clearer view of the exit.
- **Maintain Control:** Avoid using too much accelerator in the middle of the turn. Keep your speed steady until you see the exit.
- **Second Apex:** Once you identify the exit, project another line back to your path to pinpoint the second apex.
- **Apply the Accelerator Gradually:** Add gentle accelerator pressure as you steer out of the corner.

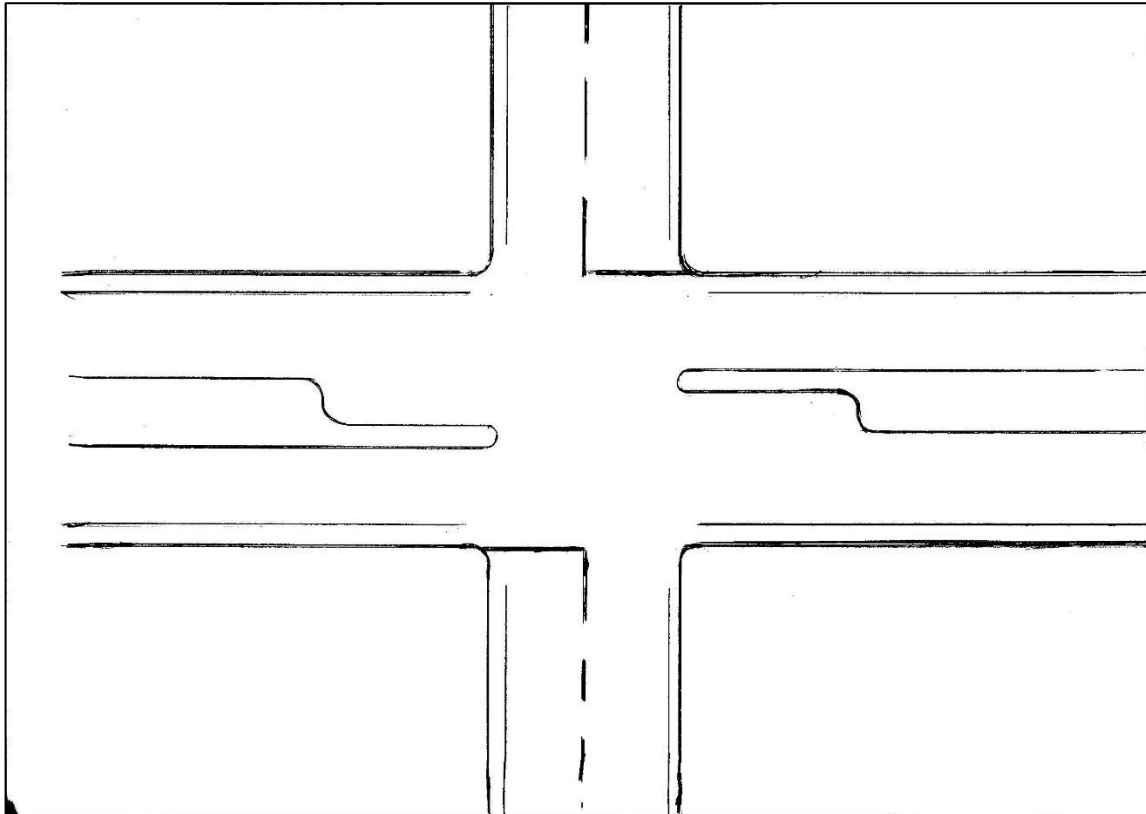
TIP: DO NOT RELAX YOUR STEERING UNTIL YOU HAVE FULLY EXITED THE CORNER. MAINTAIN CONTROL THROUGHOUT TO PREVENT THE CAR FROM DRIFTING WIDE.

14. LEARNER EXCERSISES AND LEARNING CONFIRMATION

EXERCISES OVERVIEW

For each exercise below, the System is presented using horizontal arrows for each sequential step, followed by a detailed Process to ensure clarity.

EXCERSISE 1 - CONTINUING RD



TURNING FROM A CONTINUING ROAD : LEFT TURN

STEPS FOR TURNING:

1. Do I have right of way?

2. What are my hazards?

3. Can I see?

SYSTEM:

Centre mirror → Left mirror → Indicate → Brake → Head check (as applicable) → Position and observe → Gap selection.

PROCESS:

10 seconds before the turn:

Check the centre mirror to assess how close the vehicle behind you is. If the car is following closely and you are at higher speeds, start your system now to bring them under control. Don't be intimidated—if they're following too close, that's their issue, not yours. Indicate left, then brake steadily.

CONTROL THE FOLLOWING VEHICLE:

By braking over a longer distance, you allow the driver behind you to slow gradually.

5 seconds before the turn:

Begin scanning for cyclists and pedestrians. Check the centre mirror again, followed by the left mirror, and make sure you indicate left.

Be aware of new hazards:

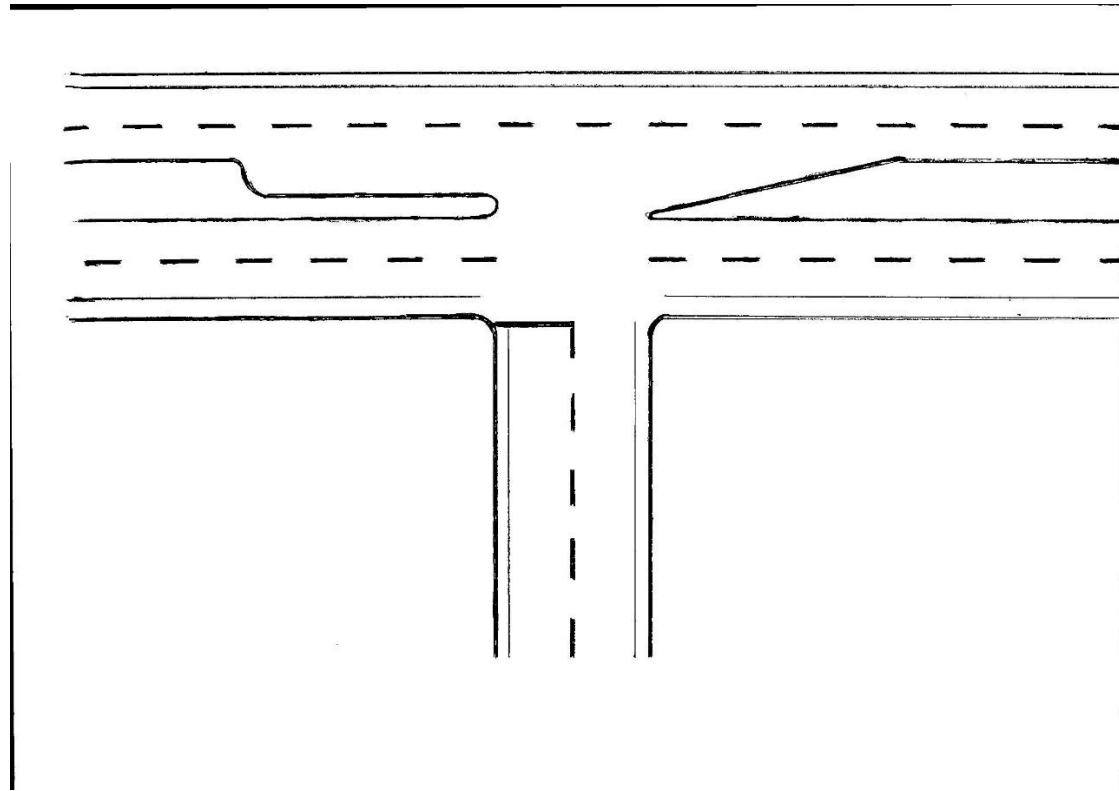
Today's traffic includes electric bikes, hoverboards, and other fast-moving battery-powered forms of transport that can reach up to 40 km/h. They may not have been visible when you started your system but can catch up as you slow.

SETTING YOUR SPEED: ADJUST TO 15-20 KM/H. PERFORM A FINAL CENTRE AND LEFT MIRROR CHECK, FOLLOWED BY A HEAD CHECK LEFT.

Entering the street:

Look only into the street you're turning into. Fear may try to make you look straight ahead, but trust that any front hazard would have been seen during earlier checks. Focus on the new street to identify any approaching vehicles or hazards. Some vehicles may be in the middle of the street, unaware of your turn.

EXERCISE 2: TURNING ON CONTINUING RD | LEFT TURN



TURNING ON A CONTINUING ROAD: RIGHT TURN

STEPS FOR TURNING:

1. Do I have right of way?

2. What are my hazards?

3. Can I see?

SYSTEM:

Centre mirror → Right mirror → Indicate → Brake → Head check (as applicable) → Position and observe → Gap selection

PROCESS:

10 seconds before the turn:

Check the centre mirror to assess how close the vehicle behind you is. If the car is following closely and you are at higher speeds, start your system now to bring them under control. Don't be intimidated—if they're following too close, that's their issue, not yours. Indicate right, then brake steadily.

CONTROL THE FOLLOWING VEHICLE:

By braking over a longer distance, you allow the driver behind you to slow gradually.

5 seconds before the turn:

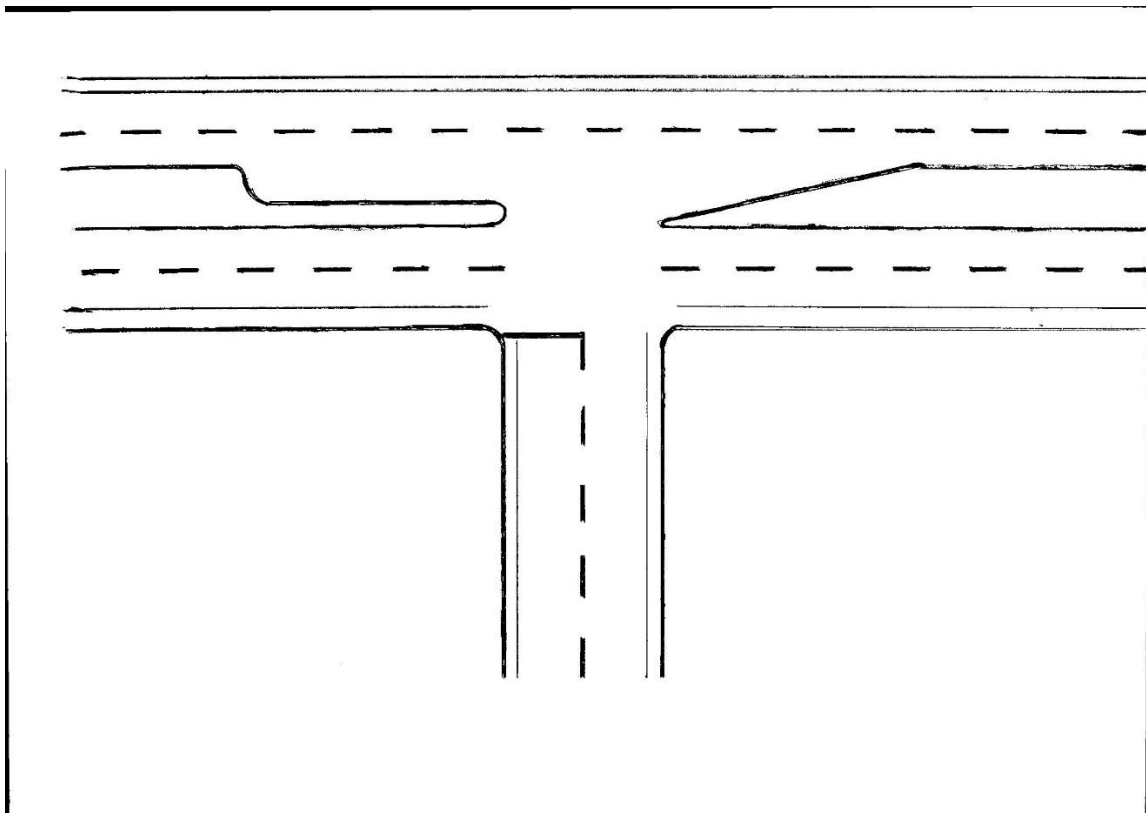
Ensure you've slowed or stopped and check for any hazards. Look into the street you wish to enter and assess whether anything may cause you to stop in front of oncoming traffic.

Be aware of new hazards:

- Identify the vehicle you plan to turn behind.
- Check the street entry and the footpath over your right shoulder to ensure nothing will obstruct you when you begin your turn.

MAKING THE TURN: START MOVING FORWARD SLOWLY TO GAIN MOMENTUM. AS THE VEHICLE YOU IDENTIFIED PASSES, BEGIN YOUR TURN WHILE LOOKING INTO THE STREET

EXERCISE 3: CONTINUING RD | RIGHT TURN



TURNING ON TO A TERMINATING ROAD | LEFT TURN

Steps for Turning

1. Do I have right of way?

2. What are my hazards?

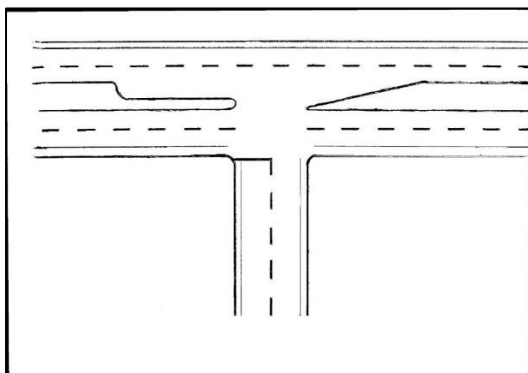
3. Can I see?

System: Centre mirror → Left mirror → Indicate → Brake → Look right → Look left and position → Gap selection.

Process:

- **5 seconds before the turn:** Check the centre mirror, left mirror, and indicate left. Be aware of what is happening behind and to your left. Vehicles behind must slow or stop and cannot pass to the left of a turning vehicle.
- **Approaching the mouth of the street:** Look to the right to check the bike lane and footpath for cyclists and pedestrians. As you reach the mouth of the street, turn your head fully left and scan up the street through the passenger window if needed. Look at least 100 metres up for any hazards such as pedestrians, parked cars, buses, or turning vehicles.
- **Positioning:** Turn the wheel approximately half a turn to the left and follow the mouth of the street until you can see clearly in both directions (at least 100 metres). Stop fully if there is a stop sign, then proceed.
- **Critical Focus:** When positioning, look left and up the road. Fear may cause you to look right for the gap too early, increasing the risk of hitting the curb. The first rightward glance is only for checking cyclists and pedestrians, not gap selection.
- **Final check and gap selection:** Once in position, look right to identify the vehicle you will enter behind (about 100 metres away). Perform a final check left to ensure nothing has changed and it is still safe. Lock your focus on the approaching vehicle and follow it out of the intersection without hesitation.

EXERCISE 4: TERMINATING RD | LEFT TURN



TURNING ON TO A TERMINATING ROAD | RIGHT TURN

Steps for Turning

1. Do I have right of way?

2. What are my hazards?

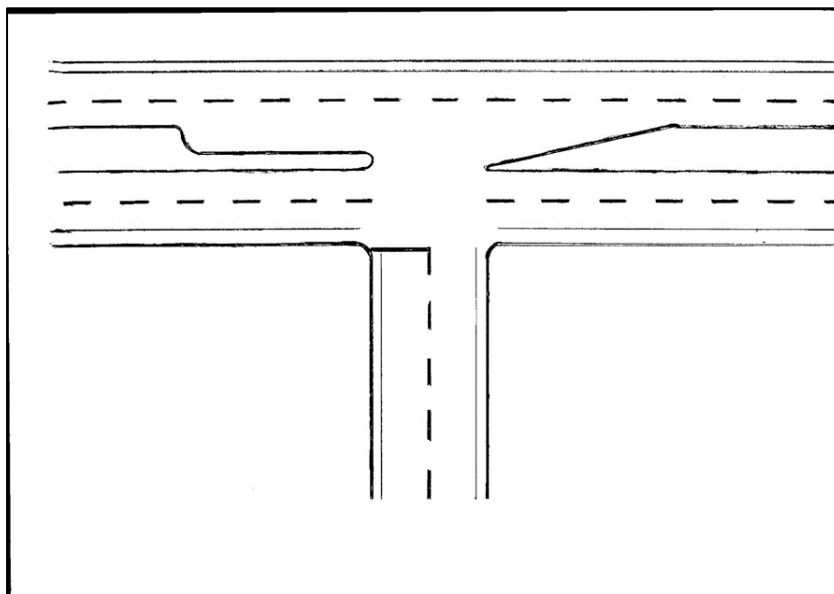
3. Can I see?

System: Centre mirror → Right mirror → Indicate → Brake → Look right and position → Check left.

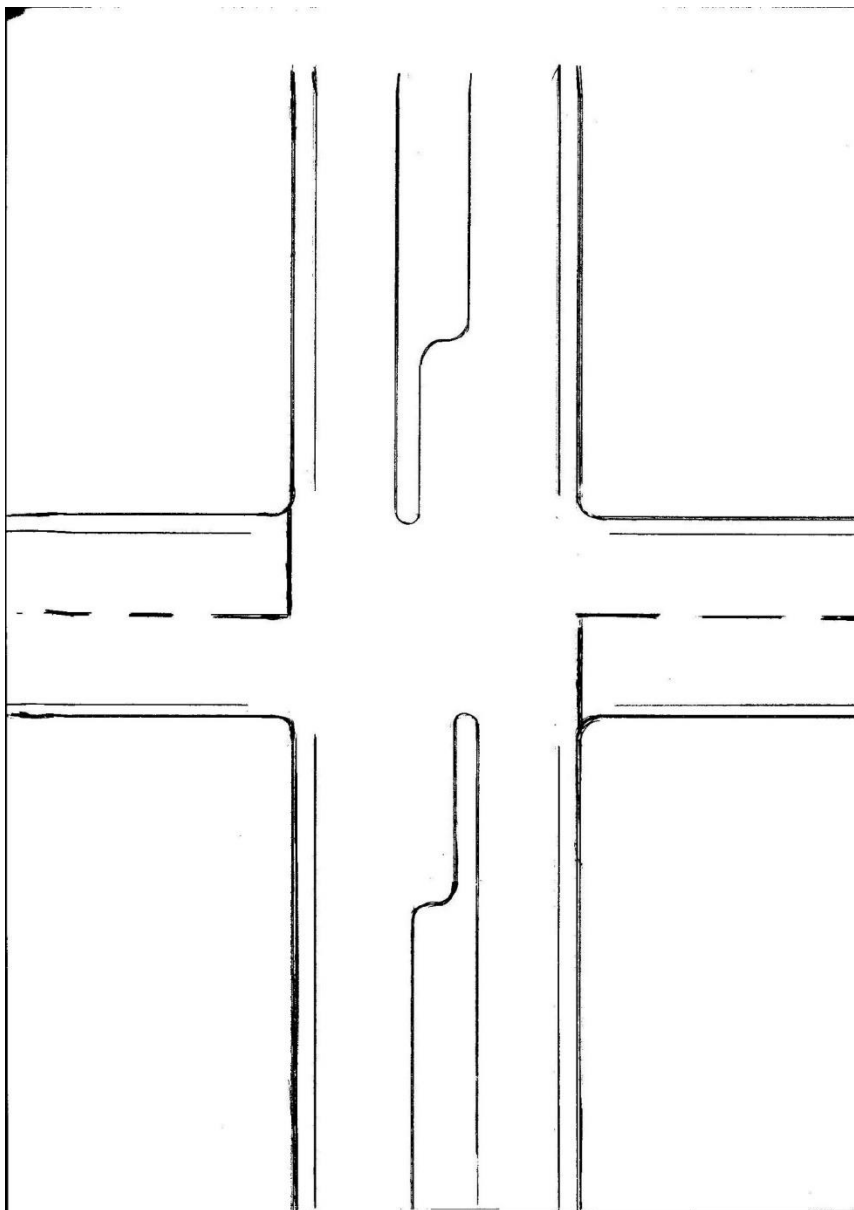
Process:

- **5 seconds before the turn:** Check the centre mirror and indicate your intention to turn right. Observe your surroundings, including cyclists and pedestrians.
- **Approaching the mouth of the street:** Scan right to ensure no immediate hazards. Position the vehicle and check left for any vehicles entering from the main road.
- **Positioning:** Move slightly left or stay centred to create enough space for vehicles turning into the street from the main road. Ensure you can see clearly in both directions.
- **Final check and gap selection:** Identify your gap to the right and confirm there are no secondary hazards, such as parked cars or crossing pedestrians. When the gap aligns, complete your turn confidently.

EXERCISE 5: TERMINATING RD | RIGHT TURN

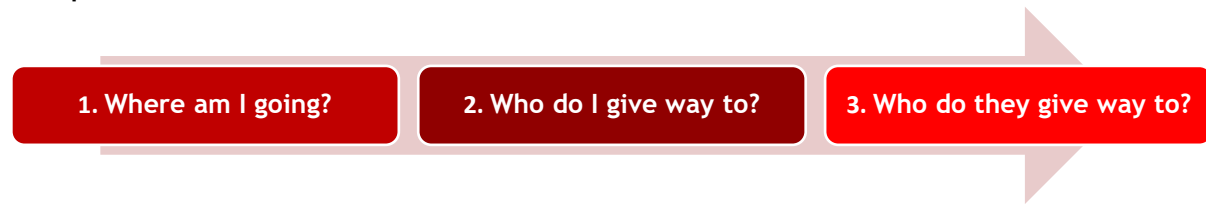


EXERCISE 6: TERMINATING RDS |



ROUNABOUTS

3 steps



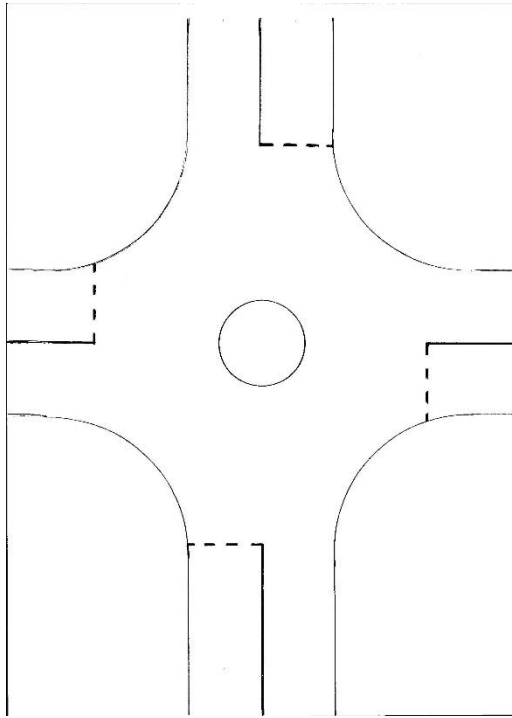
System: Centre mirror → Left mirror (or right as needed) → Indicate direction → Slow down → Look right and position → Look left and check hazards.

Process:

- **10 seconds before the roundabout:** Check the centre mirror and observe upcoming signs indicating the lanes and exits. Look for large green signs with arrows showing the layout for large multi-lane and multiple-exit roundabouts. Ensure you know your exit and the correct lane to be in before reaching the roundabout. If you miss it, stay calm, follow the road, and correct your route later. Never make your mistake someone else's problem.
- **5 seconds before the roundabout:** Check the centre mirror and indicate your intended direction. Start slowing to a gentle stop or a controlled roll. Look right to see approaching traffic and position your vehicle correctly.
- **Positioning:** Keep slightly to the right within your lane to increase visibility but without crossing lines or disrupting other traffic. Look left and position the vehicle to check for hazards like pedestrians and cyclists.
- **Gap Selection:** Identify who you need to give way to and observe their behaviour to predict gaps. In larger roundabouts, this may require observing more than one entry point. Be patient and wait for a clear gap.

Key Tip: Don't rush. There will always be a gap if you wait. Rushing may cause mistakes that lead to long delays or accidents.

EXERCISE 7 : ROUNABOUTS

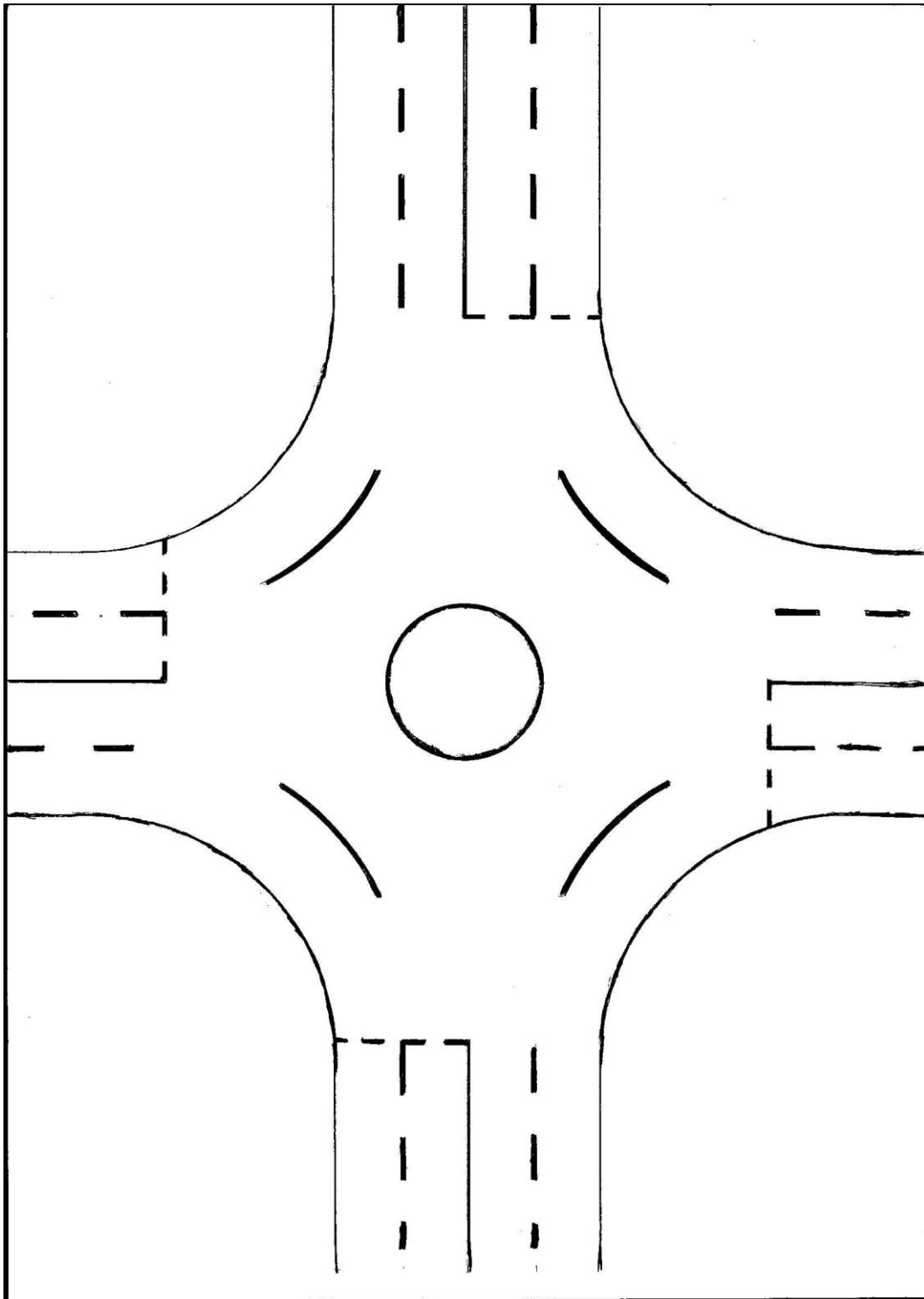


System :

Look right as you approach, look left and position (1/4 turn left)

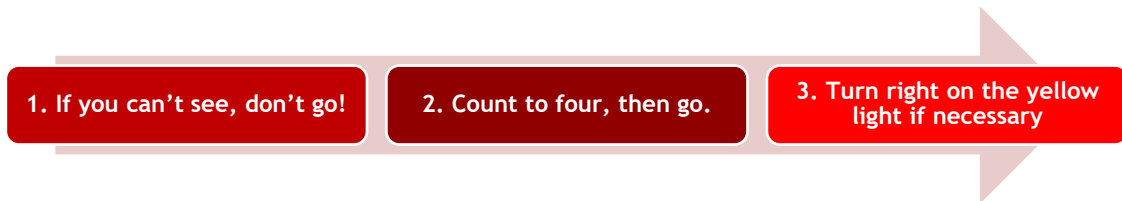
THINK:-

1. Where am I going
2. Who do I give way to
3. Who do they give way to.



TURNING AT TRAFFIC LIGHTS.

3 STEPS



System: Centre mirror → Cover the brake → Maintain slow approach → Check visibility → Move back to accelerator when safe.

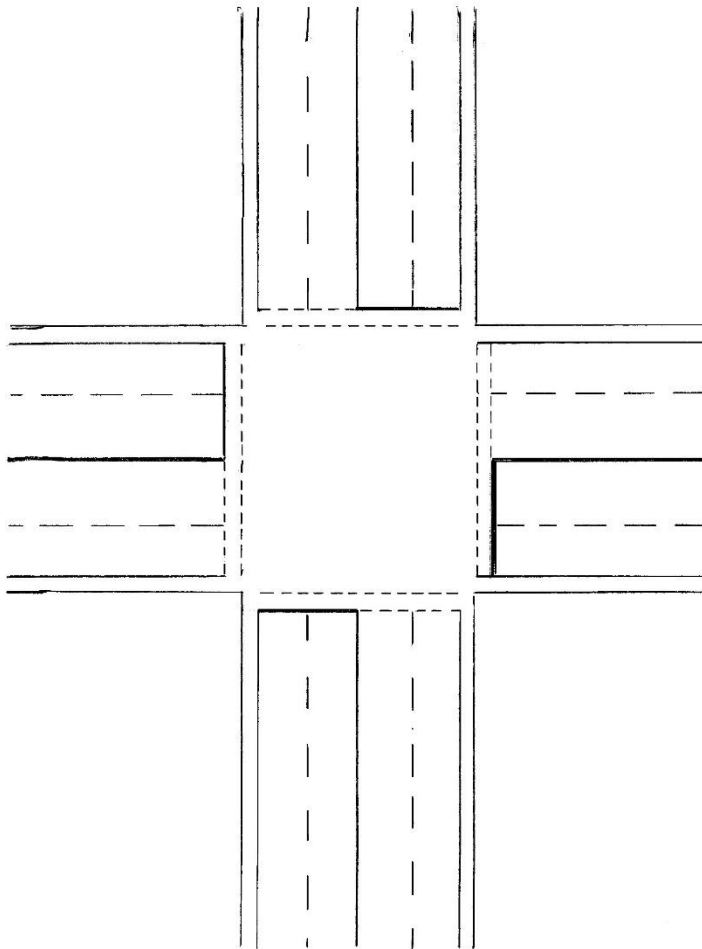
Process:

- **10 seconds before the intersection:** Check the centre mirror and cover the brake. It's okay if the car starts slowing; this helps control your approach. Keep your foot over the brake until you have clear visibility of the intersection (e.g., the vehicle turning right is not blocking your view).
- **When clear:** Once confident that the intersection is safe, move your foot back to the accelerator and proceed.
- **Anticipation:** Always be prepared for the lights to change to yellow or for a vehicle to turn across your path. Keep the car set up for a potential stop.

Turning Right: If your vision is obscured by a vehicle in front of you also turning right, remain patient regardless of the traffic behind you. Wait until you have a clear view or until the light turns yellow.

- Don't rush; you have enough time. When the light turns red, all directions remain red for 3 seconds.
- If you can see behind the turning car and believe there is a gap, count to four to allow hidden hazards time to appear.

EXERCISE 9: TURNING AT TRAFFIC LIGHTS



System :-

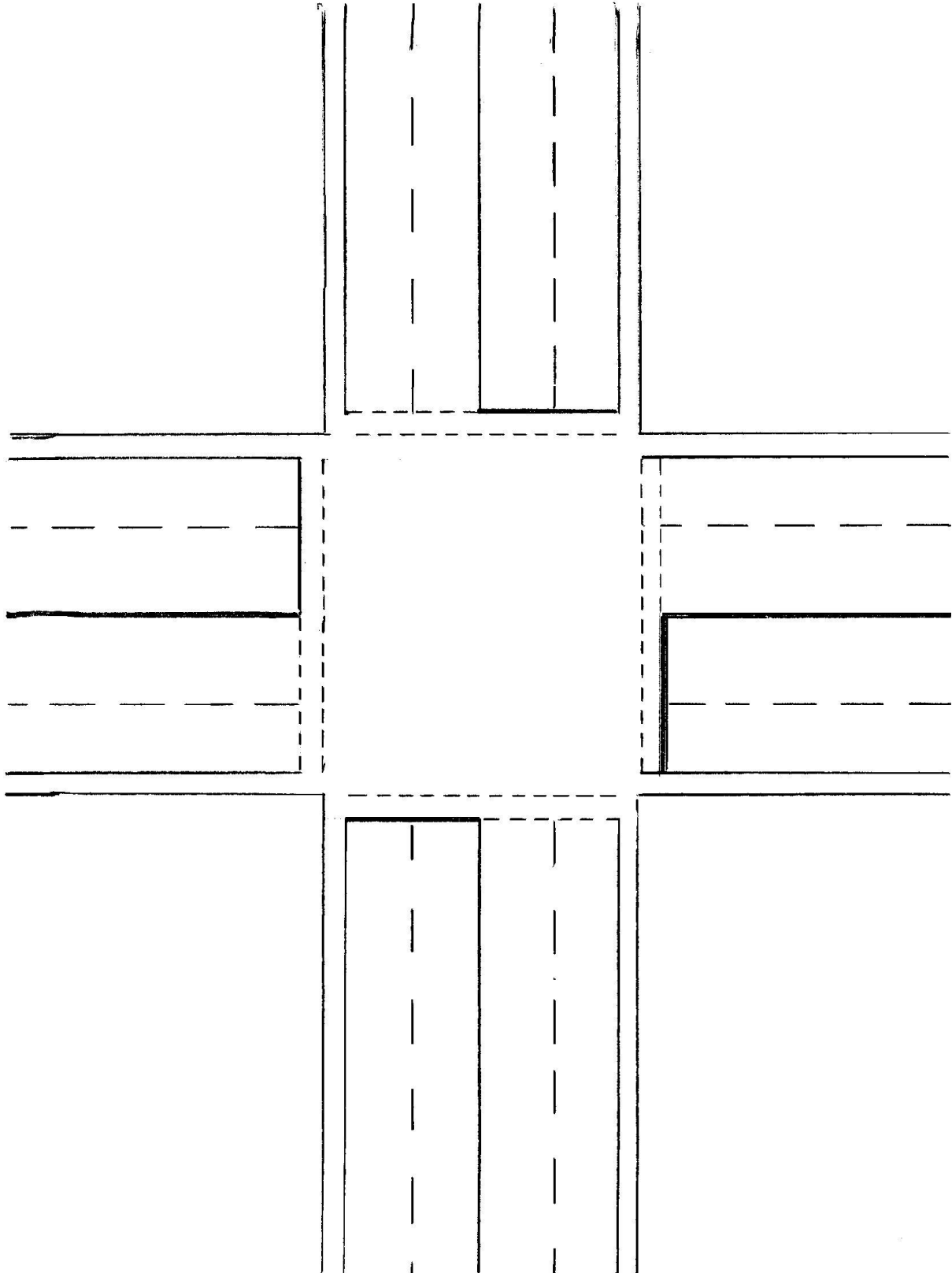
Left at lights:- Centre mirror, Look right first then over left

Right at lights: - Centre mirror, Look Left first then over right.

Rules: -

1. If you can't see, Don't go!
2. Turn right on the yellow light.
3. If unsure count to 4.

EXERCISE 10: TRAFFIC LIGHTS | FINAL



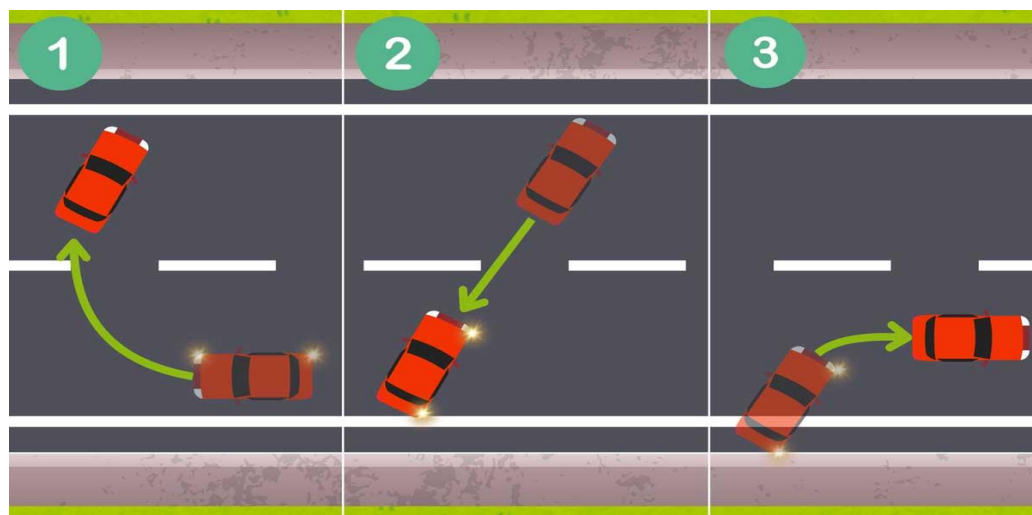
3 POINT TURN

3 STEPS

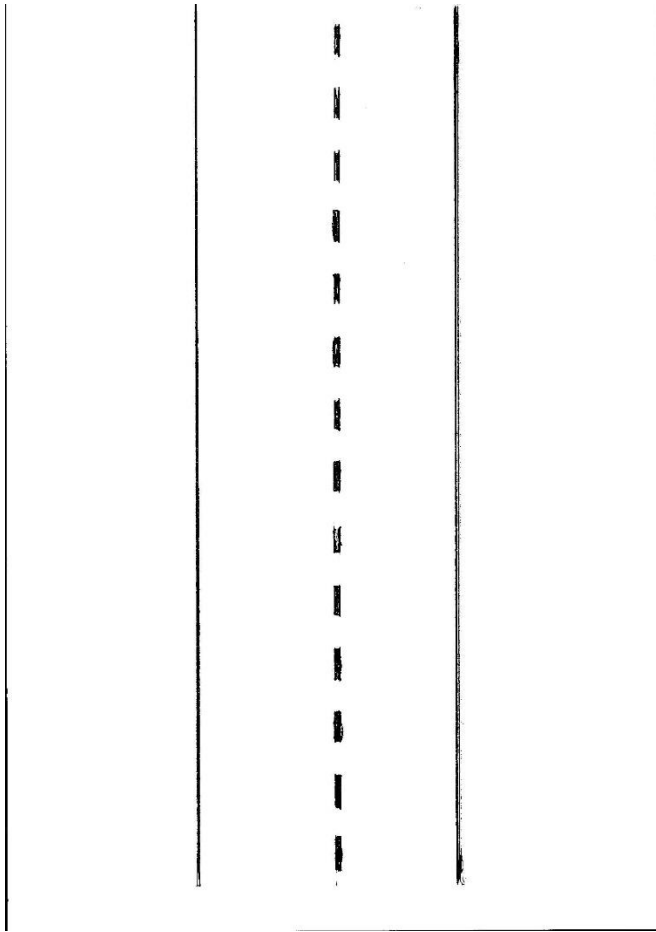


Process:

1. **Curb Stop:** This follows the basic vehicle control exercise. Check the centre mirror, left mirror, indicate left, then check the centre mirror and left mirror again followed by a head check left. Place the wiper at the top of the curb and stop when the vehicle is parallel to the curb.
2. **Mirror to the Middle of the Road:** Follow the "Moving off from the curb" process: check the centre mirror, right mirror, indicate right, then check the centre mirror and right mirror again with a head check right. Perform a "quick steer" full lock to the right while looking left as the vehicle moves across the road until the B pillar is in the middle of the road. Then, "quick steer" full lock to the left and stop.
3. **Car Must Pass 90 Degrees to Curb:** Select reverse and perform a 360-degree visual check around the car. Reverse back until the car is just to the right of 90 degrees to the curb, then "quick steer" full lock to the right and stop. Select drive, check left, and proceed.



EXERCISE 11: THREE POINT TURN



U TURN

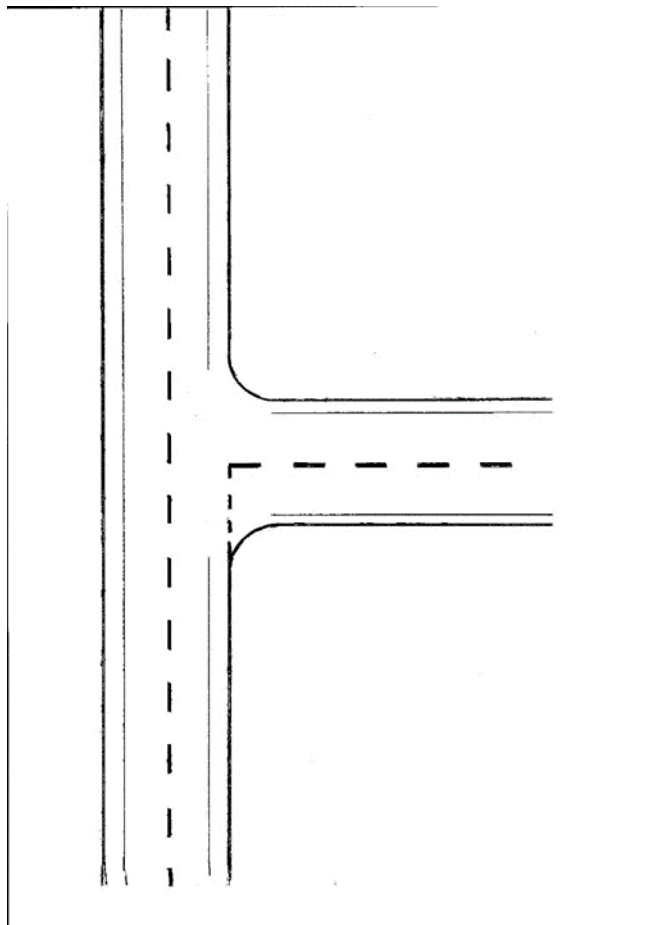
3 STEPS



Process.

- Position to turn right. Check centre mirror indicate and check into the side street. “If there is a car behind you wanting to turn right, or a vehicle approaching from the right, then you must abandon the U turn and just turn right.”
- Move forward till the right-side mirror “door mirror” is level with the curb on the opposite side of the road.
- Final check of the centre mirror and into the street then “quick steer” full lock to your right till your wiper has passed the curb on the left then zero the wheel and indicate left to exit. Stop. Check for traffic then go.

EXERCISE 12: U TURN



REVERSE PARALELL PARK

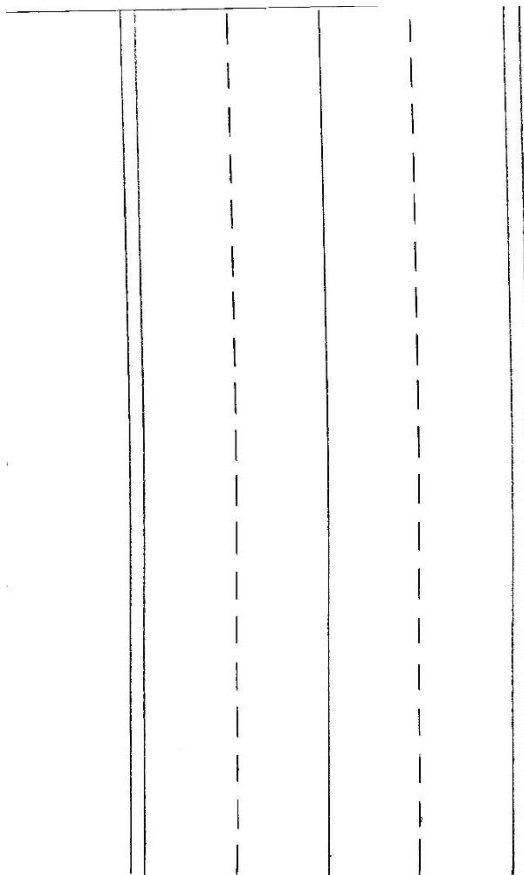
3 STEPS



Process.

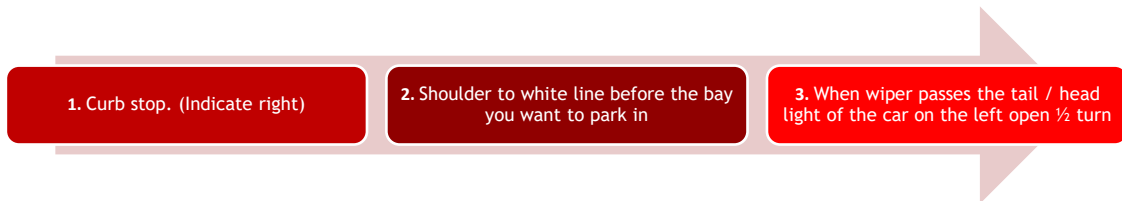
- Curb stop. Centre mirror side mirror indicate, centre mirror side mirror head check position your wiper just to the right of the right taillight of the car forward of the space you want to park in.
- B Pillar just past taillight. Continue to move forward till your B pillar is just past the right taillight of the car forward of the bay you want to park in.
- Select reverse 360 look around the car slowly roll back “quick steering” full lock to your left, till the car is just around 45 degrees to the curb then “quick steer” full lock to the right till the car is Parallel to the curb then zero the wheel.

EXERCISE 13: REVERSE PARALELL PARK



BAY PARK

3 STEPS



Process.

- Keeping the car as far to the left of the bays as possible, Centre mirror right side mirror indicate. Position so the white line of the bay before the one you want to park in is level with your right shoulder (Keeping the car left) and stop.
- Centre mirror right side mirror head check right ease off the brake keeping the car moving slowly and “quick steer” full lock to your right.
- Once the wiper passes the tail / head light of the car on your left open the wheel $\frac{1}{2}$ turn and adjust as necessary.

IF THERE IS A POST ON YOUR LEFT,

then when the wiper is past the post zero the wheel until the back of the car is central to the bay then back full lock to the right till the car is parallel to the bay & zero the wheel.

IF THERE IS NO CAR TO THE LEFT

In the bay you want to park in, position your car forward till the “B” pillar is just past the white line of the bay before

TIP: When parking the car, it is important to know that the rear inside wheel will dictate the final location of the car. The front wheels swing wide while the rear wheels will take a tighter line, so when parking always be aware where the back inside wheel is.

15. 5 GOLDEN RULES: TO BEING AN EFFECTIVE, COMPETENT AND SAFE DRIVER

1. Use an Appropriate Speed for the Environment:

The speed limit is the maximum allowed speed in each area. However, it is the driver's responsibility to choose a speed that matches the environment. Adjust your speed based on road conditions, visibility, and traffic. *If not signposted 50km/h in built up and urban areas*

Leave Safe Following Distances

A 3-second following distance is required by law. This provides enough space to brake efficiently, allows room for traffic to merge safely, and improves overall traffic flow. In some situations, leaving an even larger gap is advisable. For example, when there is an obstruction in the left lane and you're in the right lane, increase your following distance to let merging traffic flow. If a vehicle is tailgating you, increase your distance from the car in front to give yourself more room to react.

Always Check Your Intersections

No one has absolute right of way—it is always a driver's responsibility to avoid an accident. Even if the light is green, it doesn't mean it's safe to enter the intersection. Always cover the brake and approach with caution. Remember, many serious accidents happen when drivers assume it's safe. One moment of caution can prevent life-changing consequences.

NEVER DRIVE DISTRACTED

Driving requires critical thinking and full attention. Taking your eyes off the road, even for a second, can lead to devastating outcomes. Avoid distractions such as mobile phones, eating, or adjusting navigation while driving. Remember: **Good drivers just drive.**

KNOW WHERE YOU'RE GOING:

Plan your route before you leave and allow enough time to get there. This helps avoid sudden, last-minute decisions that could put others at risk. If you're familiar with your route, you can stay calm and focused, maintaining appropriate speeds, safe distances, and awareness at intersections. Don't rely too much on GPS, as frequent glances at the screen can distract you from the road.

16. OFFICE USE ONLY

TASK 16 Lane Changing

TASK 18 Turning

TASK 20 Lights

TASK 17 Turning

TASK 19 Roundabout

TASK 21 Urban

TYPE	CONTENT	SYSTEM OF VEHICLE CONTROL								DATE	Totals	
											Faults	All
Left Turns	On to busy road	17	17	17g	17s							
	From busy road	18l	18L	18L	18L							
	Traffic lights	20	20s									
	Roundabout	19	19	19 L								
Right Turns	On to busy road	17	17	17g	17s	17s						
	From busy road	18L	18L	18L	18L							
	Traffic lights	20	20									
	Roundabout	19	19	19L								
	Minor roads											
Straight and General Driving	Lane change (L)	16	16	16								
	Lane change (R)	16	16	16pc								
	Laned road	23	23	23 L	23 L							
	Roundabout	19	19									
	Traffic lights	20	20	20								
	Urban	21	21	21								
	Other											

TASK		OUT	ATTEMPT 1	ATTEMPT 2	ATTEMPT 3	DATE
Curb Stop						
Hill Start						
Bay Park						
Parallel Park						
3 Point Turn						
U Turn						
Reverse 90*						



TASK 23 Driving Strategies **TASK 24** Lane Management **TASK 25** Turning in Traffic

TASK 26 Roundabouts **TASK 27** U Turn in Traffic **TASK 28** Traffic Lights



TYPE	CONTENT	SYSTEM OF VEHICLE CONTROL										DATE	Totals	
													Faults	All
Left Turns	On to busy road	25	25 L											
	From busy road	25	25 L											
	Traffic lights	28	28 S											
	Roundabout	26	26	26 L										
Right Turns	On to busy road	25	25 L	25 L										
	From busy road	25	25 L	25 L										
	Traffic lights	28	28											
	Roundabout	26	26	26 L										
	Minor roads													
Straight and General Driving	Lane change (L)	24	24	24										
	Lane change (R)	24	24	24										
	Laned road	23	23	23 L	23 L									
	Roundabout	26	26	26 L										
	Traffic lights	28	28	28										
	U Turn	27	27	27										
	Other													

SLOW SPEED MANOEUVRES Task 29

TASK	In	Out	Attempt 1	Attempt 2	Attempt 3	DATE
Curb Stop						
Hill Start						
Bay Park						
Parallel Park						
3 Point Turn						
U Turn						
Reverse 90*						



**COPYRIGHT RADSKILLS | ALL RIGHTS
RESERVED | 2025**