

If you do find yourself in a skid then you should react according to whether your vehicle is equipped with ABS or not.

With ABS - Maintain pressure on the brake pedal until the vehicle stops. You will experience a strong pulsing sensation through the pedal which is normal.

Without ABS - Use cadence braking which means easing off of the brake slightly, quickly re-applying with a little less pressure. Repeat this as necessary.

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- Used when setting up your driving position

POSH – PREPARE, OBSERVE, SIGNAL, HANDBRAKE

- Used when moving off from being stationary at all times

MSM – MIRROR, SIGNAL, MANOEUVRE

- Used for moving, signalling, changing speed, changing direction or lane

Braking System

As the name suggests, ABS is a feature which prevents the wheels from locking up in the event of a skid. On sensing a skid, the ABS mechanism will release and re-apply the brakes many times a second. This helps maintain traction enables steering of the vehicle and results in a slightly reduced stopping distance.

ABS has been required on all new cars sold in the EU since 2004 so if your vehicle is newer than this, check to see if it is fitted.

Skidding

Skidding occurs when the forces of braking and/or steering are very sudden and the car is more likely to happen when the road surface is icy or wet. In these conditions, lower y

Once you've stopped:

1. Secure the car with the handbrake.
2. Select neutral.
3. Check the mirrors to see how the traffic behind has responded.

LADA – LOOK, ASSES, DECIDE

- Used for when approaching any type of junction
- Used when at a junction whether to proceed or

Move off safely when safe by:

1. Preparing the car.
2. Making an all round check including **both** blind spots. (As you are likely to be positioned centrally within your lane, it is important to check over both shoulders for passing cyclists).

ROLO – RIGHT, OVER, LEFT, OK

- Used at crossroads emerging at T or Y junctions

Doors - Check that all the doors are closed by:

Checking the boot door before getting into car.

Checking the wing mirrors to see that the doors are flush.

Shaking your door handle to see that it is firmly closed.

Referring to the dashboard in case a 'door open' warning light is illuminated.

Seat - Move your seat forward or backwards, up or down to achieve a position where the clutch is fully depressed, your left leg is extended but not overly stretched and still have a slight bend in your left knee. You have a good view over the steering wheel. Adjust the headrest so that it's level with the top of your head and close to the back of it. It must be able to support your neck in case of an impact.

need to stop the car instantly. On your first stop, the examiner may simulate this scenario by pulling you to demonstrate an emergency stop. The examiner will pull you over beforehand and give you a hand signal they will use, usually a hand held up forward with the exclamation to stop.

When stopping in an emergency:

- Checking the mirrors is not a priority when stopping in an emergency as it could delay your braking. When stopping in an emergency, you should be following traffic already.
- Press the foot brake firmly first, then the clutch. Use plenty of pressure and apply it progressively rather than a sudden stamping which could cause the car to lose control.
- Keep two hands on the steering wheel to maintain control.

Try to avoid the need to carry out emergency stop by always:

- Planning ahead
- Keeping the correct stopping distance from the traffic ahead
- Keeping to a safe speed for the road and traffic conditions

Try to drive so that you could stop safely in an emergency by:

- Checking your mirrors regularly
- Driving extra cautiously when then, especially when driving in closely following traffic. (increase the stopping distance from traffic ahead and get used to slowing down approaching hazards)

seat and if need be, the angle of the seat back so that your arms rest comfortably on the wheel at the nine and three positions. The seat should not be being overly stretched or bent.

Seatbelt - Put on your seatbelt immediately and make sure it isn't twisted by running your thumb across the buckle.

Adjust the height of it if necessary so that the shoulder strap runs across the top of your shoulder and not too far against your arm or neck.

Mirrors - It is important to adjust your mirrors before you start driving. Firstly, once you are set into the seat and ready to start, you will be driving from the driver's seat. If you need to change your position later, you will need to adjust the mirrors too.

Move the main mirror so that you can see the top, bottom, left and right of the rear window.

Set the wing, (or side) mirrors so that the side of the car is just in of view. This will give you the broad a view as possible.

pavement and road about a third of the way up the mirrors.

Correct adjustment will prove invaluable, especially when you're driving in lanes of traffic.

The wing mirrors are slightly convex to give the broadest view. This distorts the reflection a little, so that traffic looks further away.

The main mirror is flat and shows a truer reflection

LEFT CORNER

Pull up on the left just slightly from the kerb and just past a mirror on your left, you should still see the kerb/pavement in the left rear passenger window, secure the

Select REVERSE gear, check OBSERVATIONS **ESPECIAL RIGHT BLINDSPOT**, if clear the HANDBRAKE and looking in the left rear window steer LEFT follow the kerb, checking your MIRROR when you see the traffic appear start to straighten the wheel and STOP just as you can see the GIVE WAY LINE at the front of the car.

• Select 1st gear and signal RIGHT

Use the **POM** routine to set off:

- Select 1st gear, check FULL OBSERVATIONS, if clear, release HANDBRAKE and steering RIGHT to straighten the wheels as you drive off checking your CENTRE MIRROR.

Prepare

1. Press the clutch to the floor in first gear
2. Set a little gas, have a lively rev from the engine, get use to the car
3. Raise the clutch to the biting point, the car will want to move
4. If the car starts to move dip your clutch down just a few millimetres below the bite point.
5. Keep your feet still

Sweep from the left blind spot through all mirrors and ahead, up the road, finishing with the right blind spot. Looking for:

- Approaching and passing traffic
- Other vehicles pulling away
- Pedestrians on, or about to step onto the road
- Vehicles in your blind spots pulling out of driveways or side roads
- Pedestrians crossing the road or traffic passing in your right blind spot
- Traffic on your road should not have to change speed or direction as you set off

(3 POINT TURN

- Pull up and STOP on the edge of the road by the kerb in 1st gear.
- Check your RIGHT BLINDSPOTS and LOOK AHEAD for any vehicles, if clear, apply FULL LOCK RIGHT until you are straight, reach the far kerb and STOP. Engage the HANDBRAKE before your front wheels touch the kerb. Secure the car
- Select REVERSE gear, check your REAR OBSERVATIONS INCLUDING REAR WINDOW, if clear, release the HANDBRAKE and slowly move the car, steering FULL LOCK LEFT, until you are around you as you do this and STOP. Engage the HANDBRAKE just before you touch the rear kerb.

MANOUVRES ARE NO LONGER ON THE TEST- BUT STILL IMPORTANT!

If it's safe to move away then:

1. Release the handbrake
2. Consider a right signal if anybody who might benefit
3. Ease the clutch up as you add gas
4. Check the right mirror and again as you pull away
5. Steer to the centre of your lane 1 metre from the kerb or obstruction

Don't leave the signal on as you're pulling away. This can be disconcerting to passing traffic which shouldn't have to slow down or steer on your account. Apply the signal just before pulling away.

If there is a lot of passing traffic, anti-lag for a moment to create an opportunity and prepare/observe

You can pull away where there is oncoming traffic but use a signal and beware of cars overtaking or moving out to pass obstructions.

clear release the HANDBRAKE
indicate LEFT creeping very slowly
checking LEFT SHOULDER
MIRROR and AHEAD for other
vehicles, if completely happy
vehicles approaching accelerate
moving back to the left side of
road, check centre mirror again
vehicles catching up quickly.

RIGHT

- Check CENTRE & RIGHT mirror, give a RIGHT SIGNAL, if safe to do so move across to the right kerb and stop at a convenient place, this will most probably be behind a parked car.
- Secure your car, you will be asked to reverse 2 car lengths backwards in a straight line.
- Select REVERSE gear, check from RIGHT BLINDSPOT to LEFT BLINDSPOT, if clear release the HANDBRAKE and very slowly reverse ensure you check RIGHT BLINDSPOT again as you reverse, check for oncoming and then rear window as you STOP. Secure your car again.

Stalling is where the engine cuts out when you try to engage the clutch to engage it. It is normal for

learners to experience some stalling early practice. Common causes are

- Clutch up through biting point quickly
- Clutch up slowly through biting point but released too early. (Start at biting point, not below)
- Clutch up through biting point when brake is released
- Clutch up without setting engine
- Not in first gear, maybe 2nd gear

Upward Hill

Setting off on a steep hill can be daunting so it pays to be clear on the procedure. Use the handbrake as you prepare so your right foot is free to set some gas:

1. Select 1st gear and set a little more extra gas, a very lively hum sound
2. Lift the clutch well into the biting point so there is some tension in the car, **KEEP YOUR CLUTCH STILL**. Make a thorough all round check.
3. Release the handbrake, **HOLD** the clutch, then bring the clutch up slower than usual and apply plenty of gas.
4. Build your speed, increasing the revs, then make a quick change into second, engage the gear before the car loses too much momentum

OBSERVATIONS before you
the **HANDBRAKE** and drive
and straighten your wheels.

- Just as you are about to STOP at the end of the space, very quickly STRAIGHTEN your wheels RIGHT 540° (1½ turns)

Downward Hill

Setting off on a downward hill for reasons the car is will be going in the direction as soon as you set off.

REVERSING OUT

- Secure your car, select REVERSE gear and carry out FULL OBSERVATIONS before moving, including your back window. If all clear release the HANDBRAKE and looking from LEFT SHOULDER to RIGHT SHOULDER and the REAR WINDOW. At first drive in straight line until you are half way out then steer LEFT/RIGHT FULL LOCK depending on which way you wish to face to exit.

1. No gas is needed, instead right foot onto the brake pedal keep it pressed.
2. Select 2nd gear instead of 1st not lift the clutch to bite point
3. Release your handbrake, then move yet as the footbrake applied. Make a thorough check as usual.

to lift the clutch through the bite, you do not need to find the bite point as the car is already rolling.

5. Gently press your gas pedal to add more speed

LEFT

- Check your MIRRORS and spaces towards your right away from spaces on your left.
- Keep far right as you can and SLOWLY approach in 1st gear, decide on a space ahead of you.
- Check CENTRE & LEFT MIRROR, SIGNAL LEFT
- Using your LEFT MIRROR view into the space you picked step on LOCK RIGHT. (This is 1½ turns)
- CLUTCH control is vital, so be extremely careful on how much

Use the **MSM** routine every time you

Mirrors – Main and left, looking for
following or fast moving traffic & motorcycles

Signal – Signal left if there is any benefit to benefit, following or oncoming traffic for example. The signal should be nice and clear but not misleading. Pass any prior traffic before signalling and make the signal *before* slowing down so that the traffic behind has time to react, especially if there is closely following traffic.

1. Come off of the gas & cover the brake & clutch pedals
2. Use gentle brake as required. Where there is closely following traffic, use early and gentle braking
3. Steer gently towards the kerb and straighten up when you're close. Looking for your stopping reference point, usually towards the middle of the car. Avoid scraping your tyres against the kerb as this will damage them
4. Put the clutch all of the way down just before the vehicle stops
5. With the clutch and footbrake still depressed, apply the handbrake and select neutral
6. Cancel the indicator if you used it
7. Release the pedals

STRAIGHTEN your wheels
(1½ turns)

REVERSING OUT

Secure your car, select REVERSE gear and carry out FULL OBSERVATIONS before moving including your back window. release the HANDBRAKE and look from LEFT SHOULDER to REAR SHOULDER and the REAR VIEW MIRROR. At first drive in straight line until you are half way out then steer towards LEFT/RIGHT FULL LOCK depending on which way you wish to face

When fully clear, secure the handbrake, select 1st gear, check your FULL OBSERVATIONS before you

RIGHT

- Keep far left as you can and very SLOWLY approach in 1st gear and decide on a space ahead of you
 - Check CENTRE & RIGHT MIRROR, SIGNAL RIGHT
 - Using your RIGHT MIRROR, when it starts to leave the space you picked steer FULL LOCK RIGHT. (This is 1½ turns, 540°)
 - CLUTCH control is vital, so be extremely careful on how much you use, keep you CLUTCH around the BITE POINT.
- Aim for a safe, legal and convenient place.
- This means you should **avoid** parking in:
- On sharp bends
 - Too close to junctions. (Allow 10 yards for vehicles using the road)
 - Opposite side roads
 - Alongside or opposite bus stops
 - Over driveways
 - On the approach to crossings
 - On double yellow lines
 - On single yellow lines where restrictions apply

- Stop when the front horizontal
the bay is just under the bott
your mirror, secure the car.

off 180° of your steering to the RIGHT

Narrow Roads

- Check LEFT SHOULDER then LEFT MIRROR again
Where the road is narrow, try to keep an equal distance from the kerb and the centre line of the road. This will usually mean about a metre from each. If the road becomes parallel to the car steering wheel narrow, then reduce your speed when passing oncoming cars and parked cars.
- When the line in the LEFT MIRROR becomes parallel to the car steering wheel, turn the wheel RIGHT 360° to straighten your wheel.

- Check both MIRRORS to see if it looks correct. If it is in between the bay lines, IT DOES NOT HAVE TO BE EQUAL EACH SIDE, IT JUST NEEDS TO BE INSIDE THE LINES. If you want to correct your position while parking, **STOP THE CAR**. Select 1st gear and check your OBSERVATIONS before moving forwards and adjust your position LEFT/RIGHT depending on what needs correcting.

Wide Roads

On wider roads, keep to the left of your lane, no closer than a metre from the kerb. This position enables other traffic to pass easily if it has the need to and keeps you safe from potentially fast moving oncoming traffic.

Passing

- Stop and select REVERSE gear when you need to correct your OBSERVATIONS and REVERSE the car. Pass parked cars or obstacles by a safe distance. When passing, helps, imagine the car doors are open. When passing, and drive so that you're just clear.

confusingly.

Lanes

Drive centrally within lanes which are often narrow. Large vehicles will reach the edge of their lane so be particularly aware of your position when driving alongside them.

Stay back and allow space if a long or large vehicle is negotiating a bend. The vehicle may need to take up more than one lane. Be especially aware of this approaching junctions, side roads and on roundabouts

- Ensure a car width gap between the left side of the car and the pavement spaces on your left. Choose a gap and very slowly drive past it. 2 car bays later when you're alongside the line of the 2nd bay
- Secure your car and select Full gear, **CHECK YOUR RIGHT BLINDSPOT**, if clear release **HANDBRAKE** and slowly move looking backwards and then **LEFT FULL LOCK**. (This is 1540°)
- Check again your **RIGHT SHOULDER** then **LEFT MIRROR** and **LEFT SHOULDER** then back to **LEFT MIRROR**

ahead and right

- When car approx. at 45° across the road, be they parked cars, skips or road turn your steering RIGHT 360° The road may then become too narrow to straighten the front wheels, look back for vehicles to pass. Look ahead and as to your left shoulder towards where situation early you're heading to.
- Looking (but not staring) in your LE MIRROR, when your BOTTOM door handle then touches the edge of the kerb turn your steering RIGHT 360° Recognise the general rule of priority obstruction is on your side of the road should allow priority to the oncoming. However, don't assume this order and prepared to give way whenever necessary.
- Keep checking between your LEFT MIRROR and LEFT SHOULDER, when you see in the LEFT MIRROR the car parallel to the kerb turn your steering LEFT 360° to straighten the wheels again. If obstructions are on both sides of the road nobody has priority

MOVE YOUR CAR FORWARDS AND BACKWARDS TURNING YOUR WHEEL TO ADJUST. **MAKE SURE ALL OBSERVATIONS ARE DONE WHEN FIXING YOUR GAP.**

It is common to encounter obstructions on the road, be they parked cars, skips or road turn your steering RIGHT 360° The road may then become too narrow to straighten the front wheels, look back for vehicles to pass. Look ahead and as to your left shoulder towards where situation early you're heading to.

Recognise the general rule of priority obstruction is on your side of the road should allow priority to the oncoming. However, don't assume this order and prepared to give way whenever necessary.

If obstructions are on both sides of the road nobody has priority

Waiting vehicles may flash their headlights to encourage you to proceed. The official meaning of flashed headlights, is another person's presence so never assume that a flash is a sign to go. However, it is practical to proceed if you're confident the flash was intended for your benefit. Be sure to check it is safe to proceed.

which is obstructed. It is much harder to stop and start going uphill than down, especially for large vehicles.

Be careful of following traffic which may mistake you for a parked car when you're waiting. Always check your mirrors and consider a signal when setting off again.

Where the road is particularly narrow and you are forced to pass through a tight gap, slow the car down accordingly. The smaller the gap, the lower the speed should be.

Look out for dangers, like pedestrians stepping out from between parked vehicles, doors opening, vehicles pulling away and obscured side roads. Take extra care and slow down where necessary.

- You will be asked to pull up on the short of a parked vehicle, and STOP in a convenient place.
- Select 1st gear and slowly move forward to ensure full OBSERVATIONS before moving off.
- Pull up alongside the parked vehicle, judge your gap (about a ½ a car width), left mirror just beyond the of the parked vehicle.
- Secure your car and select 1st gear, check from LEFT BLIND SPOT, RIGHT BLIND SPOT, if clear, release the HANDBRAKE and very slowly reverse until the other end of the parked car is in your left rear mirror and STOP.

CHECK YOUR RIGHT BLIND SPOT BEFORE STEERING FOR ANYTHING APPROACHING

isn't possible, go off route and let the examiner direct you back on course. You won't fail your test for this but could easily fail for switching lanes at the last minute without checking your mirrors. What's more, this could cause a serious accident!

If you forget or become disorientated, your examiner to remind you.

Try to plan well and keep to the route. However, if you make a mistake and find yourself going the wrong way, don't panic. In this situation it is much better to go off route than to carry out a last minute manoeuvre unsafely. You will not fail your test for simply going the wrong way.

Because the obstruction is on your side of the road and the road is not wide enough for all to pass by, you should allow priority to the other driver so the oncoming vehicle can pass. Look for a gap between parked cars. Carefully, try not to pull in towards the curb. This could be misleading into drivers behind you are stopping. Crucially don't stop closer than 1 car length from the parked car. Front and begin to steer back out slightly. This enables the driver to get around you. This also distinguishes you from the parked car. Do a quick check of your right blind spot and do this before setting off again.

You or the other driver of the oncoming car have no priority over each other because obstructions are on both sides of the road. therefore up to both drivers to look for a place to wait. Look to see if they pull in slightly, if you will need to do so, judge their speed to confirm their intention to allow you to pass. Look for flashing headlights, this is not the correct signal to allow you to pass but in today's modern society it may be considered as this, remember the correct meaning of the confirm their true meaning by their speed.

Thank the other driver with a wave of a hand for their consideration as you pass

Independently Destination

Follow

The examiner may ask you to follow for a particular destination. You might to navigate toward a place or to particular road or both. For example "follow signs for the B60

Look well ahead at road signs and negotiate the route. If you need lanes or turn, do so safely full **MSM** procedure.

For twenty minutes of the driving test you will be asked to drive independently. This will give the examiner the opportunity to assess your ability to drive safely without regular prompts.

Following a SAT NAV system

There is a good chance this will be used during your test. The examiner will supply and have already a set route programmed into the Sat Nav, you do not have to do anything to it.

Follow the voice instructions occasionally when it's safe, check the screen for where you are going, follow the blue line that's on the screen and look at the top of the screen to see what's coming up ahead of you and how far away the junction or slip road is from you. When you are approximately 100 yards that's

Though there are parked cars here, there is enough space for two cars to pass safely only with an adjusted road position. To pass the parked cars safely, you must move slightly over the centre line. This position is established early, giving the oncoming car notice to allow space.

The oncoming car, looking well up the road should recognise the situation early and move left a little, carefully driving closer to the centre than usual.

Where the road is narrower like this you can check their mirrors and reduce speed a little.

Thank the other driver
a wave of a hand for their
consideration as you pass

When turning left into a side road, you shouldn't have to stop as oncoming traffic should give way to you. You will have to slow down though, especially for a very sharp corner. The typical use of controls for sharp and shallower corners are illustrated below.

Approach using the full **MSM** routine:

Mirrors - Main and left. Looking for:

- Proximity of following traffic.
- Cyclists or motorbikes following on left.

Signal - Nice and early but not mislead
Wait until you've passed any prior side road

- Start signalling to exit around 100 yards marker if there is one.
- Slip roads are often long. As far as possible, maintain speed on the carriageway and slow down on the slip road.
- Look out for the end of the slip road, where two-way traffic rules apply
- There may well be a junction at the end of the slip road, like a roundabout or a T-junction.

- into, hold back until you are.
- Stay in the left lane of the carriageway until you're used to the new speed.

Making Way

- Allow a gap for traffic joining the carriageway by accelerating or slowing gently.
- Consider changing lanes to make way for traffic which is merging.

- **Position** - Maintain your position, or on wider roads, so that you're about one metre from the kerb.

- **Speed** - Off the gas, gentle braking required. Clutch down at two car lengths and change down as needed. Engage the gear by pulling the clutch gently through the bite point before or as you begin to apply some gas. (May be different for diesel).

- **Look** - Look into the new lane for parked cars, emerging traffic, pedestrians crossing, Use the left corner of your windscreens for your turning point

usually the bottom left corner of the front screen with the kerb of the corner.

If the junction is very narrow and sharp then slow to a walking pace and use first gear. You can go very slowly if required but be careful not to stop unless your way is obstructed.

If the Junction is wider and the bend is shallow, you can use a higher gear, (often second), and make more progress.

Your position on the approach is very important. Don't draw close to the kerb as you may mount it or go wide on the turn. Don't swing out before the turn as this can be unpredictable to other traffic.

Don't apply the clutch too early as the effectiveness of your braking will be reduced. Apply the clutch once your speed is low, for the gear you are in, usually 2 or 3 car lengths from the junction. If the engine starts to judder as

Try to use the left lane of the road as this lane is longer and gives you more time to merge. Avoid driving alongside another vehicle on a narrow road.

Signal right.

Build your speed so you're not slower than that of the traffic on the main carriageway.

Use your mirrors and glance over your right shoulder to look for a space. A sideways glance is sufficient to cover the area not covered by the mirror. This is not the deep blind spot you make before setting off. Turn your attention ahead quickly as a vehicle can change quite suddenly, especially at speed and in busy traffic.

Use your gas on or off so you can merge smoothly into a space.

Carriageway

Assess whether the central reservation is large enough to accommodate the length of your vehicle. If so, you can cross the carriageway in two stages.

If the reservation isn't deep enough to accommodate your vehicle, you must wait until the carriageway is clear in both directions, making sure that traffic doesn't have to change speed or direction as you emerge.

Try not to leave the clutch down (coast) as the car has less control with the clutch pedal until you can see into the new road.

In the new road, make progress by checking your mirrors for following traffic.

Approach side roads at a low speed in an appropriate gear and looking into the side road so that you are prepared to deal with any situation.

Slip Roads

Slip roads allow you to merge with and join main roads, usually without stopping or slowing too much. They are common features on motorways and dual carriageways.

When you notice a vehicle closely following you, apply your signal as early as is safe so the following driver has plenty of warning. You will slow down. Make sure your deceleration is early and gradual and you arrive at the corner slowly enough. You could stop gently if your way were cut off. Never feel pressurised to approach a junction too fast.

they may go very slowly or even stop before entering the junction.

Turning Left Onto a Dual Carriageway

Turn left as you normally do from a single lane but beware of faster moving traffic and take a larger gap. Keep a keen eye for fast moving motorbikes which are harder to see due to their smaller profile. If there are two or more lanes you can use the left one if it's clear. Be extremely careful of traffic in the nearside lane as you emerge. In the illustration, the yellow car is changing lanes as the blue one emerges.

Right

A dual carriageway is a road where oncoming flows of traffic are divided by a divider be it a grass verge a raised kerb or barrier.

Speed limits often vary along dual carriageways. Where national speed limits apply, it is 70mph.

At higher speeds adjust to the appropriate stopping distance. Use the two second rule to check.

Signs to warn you of exits, side roads and roundabouts are clear and early. Respond to these in good time especially when travelling at speed.

Keep to the left lane unless turning off or overtaking.

Unlike motorways, slower moving vehicles like tractors and cyclists can use dual

When turning right into a side road, traffic has priority. Traffic emerging from a side road must wait as you position yourself in front of it:

Approach using the full **MSM** routine

Mirrors - Main and right. Looking for

- Proximity of following traffic
- Vehicles overtaking

Signal - Nice and early but not too

Wait until you've passed any prior

Manoeuvre

Position - Just left of the centre line so that traffic might be able to pass

- **Speed** - Off the gas, gentle brake speed gently (if required), to allow merge. Clutch down at two lengths and change down in gear needed, normally 2nd gear. Stop clutch up as you turn
- **Look** - Look ahead and into the road

Look ahead keeping a keen eye for cyclists and motorbikes which are less visible. Stop if you have any doubts about crossing safely, r wing mirror in the middle of the new road.

Look into the new road for obstructions/pedestrians. Pedestrians already crossing have priority. Don't start to cr unless the way is clear

Don't begin to turn until your **right wing mirror is in centre line of the new road**. Too early you'll cut the corner. You can usually gauge point to begin steering as you gain a good v into the side road

Road markings will usually be painted near the junction to highlight the lane destination.

If you are in the wrong lane, attempt a safe lane change. If this is not possible, go off route and find your way back another way.

Lane Merge

After junctions, lanes will often merge back into one.

If you have chosen the leftmost lane for your intended route, merging should be made as easy as possible.

Traffic in the right lane should control its speed to slot in front or behind traffic on the left.

This should be done safely with mirrors and indicator signals.

won't be pushed into oncoming traffic. As you wait for a gap consider the 15-second guideline that if you could walk across the road safely, you could drive across. This is called the 15-second rule, if you would as a pedestrian cross the road before the oncoming car arrives, you should have enough time to drive in the right lane.

The Give way sign and lines mean that you should allow priority to vehicles beyond them. They should not have to change speed or course as you emerge.

Whether or not you have to stop depends on the visibility and traffic.

Approach

Approach smoothly using the **MSM** routine and early and slowly enough to allow for good observations as you arrive at the line:

Mirrors - Main and side. Looking for:

- Proximity of following traffic.
- Cyclists or motorbikes which might be thinking of passing.

However, a short signal with a lane divides can be very helpful.

A left signal here, to exit the road, could be interpreted as a signal to turn left into the side road. There is a danger that the yellow signal will emerge in front of you.

Divide and Merge

Lane Divide

It is common that the single lane of traffic driving in, will divide into two or more lanes for different destinations.

Where there are multiple lanes, this is usually preceded by a sign (or signs) indicating the individual lane destinations.

- Check main and right mirrors.
- Signal right. Be sure to maintain speed as long as it's safe ahead.
- Check mirrors again. The black car responded to the signal by holding back a little.
- Take a quick look into your blind spot, if necessary, returning your attention immediately to the road ahead.
- Change lanes smoothly

Manoeuvre

▪ **Position**-About one metre from the kerb (left) or just left of the centre line (right).

▪ **Speed**-Off gas, gentle deceleration required. Clutch down at about 100m lengths and consider the gear change as you approach the line.

▪ **Look**-Look right as the first car in your way may encounter will be in the same direction. Then look left and right and keep looking as you slow down to a stop.

Signalling Amongst Lanes

Where there are more than two lanes approaching junctions and roundabouts, the use of a signal isn't always appropriate.

If in doubt, ask yourself whether a signal will be misleading or helpful.

- it would be misleading to signal right at a junction where there is another lane and often results in a surge up to the

Avoid using the clutch too early as this will stall the engine at a higher speed increasing the momentum of the car. This is called a surge.

In built up areas, most junctions could be described as 'closed', where visibility is restricted by buildings, vegetation and/or parked cars. At these junctions, a very low speed and first gear is usually most suitable.

If there is traffic on the main road, you should aim to stop at the line.

route another way.

When driving in the left lane, you are likely to encounter obstructions like delivery vehicles which are temporarily pulled over. Look well ahead of them and attempt a safe lane change in good time if necessary. If you can't change lanes safely, temporarily abandon the procedure, cancelling your indicator if you use one, and wait well before the obstruction for an opportunity to proceed.

Remember, when changing lanes, D

- slow down unnecessarily.
- move over before the following vehicle has had time to respond to your move.
- be hesitant if the following vehicle is waiting. If you wait too long they may change their mind.
- change lanes if you're not sure.

Junction

Approaching junctions, study the lane markings carefully. If you're turning, be especially aware if the adjacent lane is turning into the same road. In this case it is important not to slip across lanes unintentionally.

Prepare

If yours is the only lane turning, you should ideally exit into the left lane.

1. Handbrake or firm footbrake
2. Clutch should be down and selected.

Changing Lanes

When going ahead you should keep to the lane allowing faster traffic to pass on the right if it needs to. However, approaching junctions choose the appropriate lane for your intended route.

Observe

Look right and left intermittently for opportunity to emerge. Looking for:

Use the road signs and markings so that you can get into the correct lane nice and early.

Avoid making rushed, last minute changes.

- A gap in the passing traffic.
- Traffic shouldn't have to change or swerve as you emerge.
- Look carefully for cyclists and motorcyclists which are less visible.

emerging.

- When turning left you need only a gap in the traffic from the right but don't emerge if traffic from the right has moved or moving out in the right lane to overtake.

Traffic should always pass in the right lane unless you are overtaking a slow moving vehicle or intend to turn right shortly. The left most lane for your route.

As a learner, you may be slower setting up than more experienced drivers so this is especially important to allow traffic flow to pass you.

Move

1. As you anticipate an opportunity, set your revs by pressing the gas, use your handbrake if you think you might need to move forwards/backwards.
2. When the last vehicle has passed, release the brake if used.
3. Only then release the clutch slowly as you steer.
4. If the bend is broad enough, you should be able to raise enough speed to change gear quickly into second before straightening up.

When negotiating multi lane junctions, keep this principle in mind.

If you choose the wrong lane by mistake, change safely. If this isn't possible or you're unsure, go off course and get back on another way.

Approach junctions in the far right lane as far as all of the way around.

1. Pass with plenty of space or..
2. Follow with plenty of space.

Overtaking Cyclists in Lane

Never try to squeeze past cyclists when overtaking amongst lanes

Apply the lane change procedure and when it is safe, move into the next lane as far as you need to allow the cyclist plenty of space

An open junction is one where visibility is good. Proceed without stopping if you think the way is clear. You may be able to change to 2nd gear as you approach the junction

Emergence at a Closed Junction

In built up areas, most T junctions are described as closed. This means that visibility is poor due to buildings, vegetation or parked cars. Approach these junctions with the thought to 'stop unless the way is clear' or 'go unless there is traffic'.

When you stop at the line and visibility is particularly poor, it may be necessary to creep slowly forward using careful clutch control. This is often called '**PEEP & CREEP**'

Be prepared to stop the moment you see a cyclist by dipping the clutch then the footbrake

Don't commit to exiting until you're safe.

Wide Junctions

At wide junctions, keep to the left or right of lane, allowing space for traffic to emerge alongside. Sometimes separate lanes are marked out at the junction.

When turning right, arrive at the line straight so that you don't cross the centre of the road. Steer right only when you begin to emerge.

When turning left, follow the shape of the kerb so that you can steer smoothly into the left of the new road. Achieve this by looking to left as well as the right on the approach.

Don't overtake a cyclist if you're parked. Take left side road immediately after.

Consider whether it's really necessary to overtake when approaching built up areas or traffic lights. The cyclist may go on to make more progress than you.

Be careful approaching parked cars, anticipating how widely the cyclist will need to pass.

Don't overtake where the road is narrow or has a central reservation.

If you need to wait to pass, then adjust your speed and gear and hold well back to give yourself space and time to react and execute the manoeuvre.

Do not intimidate the cyclist by following too closely.

The bus may signal right as you pass but shouldn't pull away if you're committed.

Pass cautiously in case passengers that have departed the bus are trying to cross the road front of it.

Overtaking Cyclists

Be very careful when approaching and passing cyclists. They have every right to be on the road and are particularly vulnerable.

Be extra careful passing young cyclists as they can be less predictable.

Cyclists may swerve to avoid potholes or gutters or be blown in high winds. For this reason, pass them allowing plenty of space - 1.5 metres (6ft) or so.

Pass with the full overtaking procedure, making sure you get past reasonably quickly.

When emerging left from a vehicle at a junction, make sure your front nearside wheel doesn't get too close to the kerb. As you move forward your rear wheels will take a short cut across the pavement which could result in your vehicle moving onto the pavement.

When turning right from a narrow junction, position your vehicle to be central in the lane, not too close to the kerb or the centre line. This will allow a little extra space for traffic turning into the junction.

Be careful of vehicles cutting the corner when you arrive at the line, especially large ones.

When approaching a Y shaped junction to the right (red car), steer a little left as you arrive at the line. This allows you a better view to the junction and allows space for vehicles entering the junction.

Approaching a junction like this to turn left (black car), leave a little extra space from the kerb as you're in more danger of mounting it with signals to pull over. Respond by applying the rear wheel due to the amount of steering required.

When following buses, anticipate stopping at bus stops by keeping a safe distance for their left signal.

Stay well behind them so that you can see the bus stop ahead.

Keeping a good distance behind also allows you extra space and time to respond when you're in more danger of mounting it with signals to pull over. Respond by applying the rear wheel due to the amount of steering required.

If it's unsafe to pass, then stop and wait for a car length behind the bus and move back to the centre line so that you can see past the bus.

Plan to overtake the bus when it is stopped. Don't just sit and wait until it pulls away as it may be stopped for some time.

When it is clear to pass, make sure the bus hasn't signalled right to set off, also check your main and right mirror for traffic from behind. If it's safe, signal right to pass.

Some cycle lanes have a solid white line. Do not drive or park in them during their hour of operation.

Others have a broken white line. Only drive or park in them if it is unavoidable.

Be very careful turning left. As always, do not turn left immediately after passing a cycle lane. Slow down and turn behind them if necessary.

Make sure you recognise the signs and markings for a stop junction. (It is a white octagonal sign so that it might be missed even if obscured by snow). There is a warning of extra danger beyond these junctions so you're required to come to a complete stop under all circumstances. Always apply your **HANDBRAKE** once stopped to confirm the vehicle has stopped. Make observations and then emerge carefully.

One Way Streets

When emerging right from a one way street, **position yourself to the right of the vehicle** you are overtaking. Emerging from the left could cause confusion if two vehicles are turning right. The road might also allow left turners to overtake simultaneously if there's enough room.

Failure to take the correct position at a Stop Junction will result in a fail on your test.

It is not unusual to encounter parked cars very close to junctions. If necessary, steer carefully around them to arrive at the line on the correct side of the road. Lazy steering could easily block the junction.

As you arrive, you might encounter pedestrians intending to cross the mouth of the junction. If they're on the pavement then roll up to the junction carefully as usual. Stopping for them unnecessarily could easily cause confusion between you, them and other traffic. If they have already stepped onto the road then allow them to finish crossing safely by slowing down or stopping if necessary.

Bus Lanes

Study the blue signs, beside the bus lane, to determine whether or not you are within the hours of operation. If there are no signs, bus lanes are permanently active.

If you can, then you should use the bus lane, providing that it is clear and you are able to make good progress. If a bus is ahead of you, consider whether it is likely to stop.

You must not use the bus lane within the hours of operation.

Be especially careful turning left if you are allowed to use the bus lane on the left side of the junction. Don't move over until the white line is ended and be very careful of vehicles in the bus lane as they have priority. (This will often include cyclists and scooters.) If necessary, let them pass on your left when turning.

your main and right mirror again. Beware traffic passing you

Signal - Use a right signal for the benefit of the vehicle you're passing, if nobody else

Manoeuvre- Use plenty of gas to get off quickly, allowing at least 1.5metres (6ft) from the side of the vehicle. Consider a left signal when you can see the vehicle in your left mirror and back over smoothly when you can see both of its headlights in your Interior mirror

When you and an opposite vehicle meet at right angles at crossroads, you have the right of way if you are passing nearside to nearside or offside to offside. At smaller junctions, nearside to nearside is the most practical and at larger ones offside to offside allows more visibility. If you're not sure, hold back a little and let the oncoming vehicle turn first. The usual point of turn, just before the centre line of the side road, is often compromised as you negotiate a junction with an oncoming vehicle.

When emerging at crossroads, you should give priority to the vehicle that is to set off ahead of the opposite vehicle if you are turning left or going ahead. Yield to the vehicle that is to set off ahead if you are turning right. If you're both turning right, you should make eye contact with the opposite vehicle and decide. Be courteous if they arrived first.

This order of progress is not necessarily universal and should be understood. For this reason, proceed with caution.

overtaking

the main road, they are likely to proceed they're more relaxed and looking your way they're likely to be waiting. Where opposite drivers flash or gesture for you to go forward again, proceed carefully

Unmarked crossroad

Nobody has priority at unmarked crossroads so approach with lots of caution. Use **LAD/ROLO** routine (**Look, Assess and Decide then Act**) (**Right, Over, Left, Over**). Make contact with other drivers to determine who goes first. If they're leaning and creeping forward, then sit back and wait. If they're stopped and looking at you then proceed carefully.

Mirrors - Main and right

Position - Keep a good distance from the vehicle you need to pass maintain an appropriate stopping distance

at the speed you're travelling at. Move a little to get a better view but not over the centre line

Speed - Keep your speed going, don't drop down. Consider a lower gear to provide the power you may need to pass quickly

Look - Look well ahead, consider all the points above

Where there is oncoming traffic, your closing speed is both of your speeds combined and is potentially very fast!

Avoid overtaking where there are junctions ahead

Don't overtake if you can't see clearly ahead due to:

- Bends
- Brow of a hill
- Dips in the road
- Poor weather conditions

Very careful consideration must be given to negotiating junctions which are located on bends in the road.

The blue car below must emerge from the junction carefully to turn right. When visibility is poor, it is difficult to detect clues of approaching vehicles. At very awkward junctions, mirrors are used to help see around the corner.

The purple car below, turning right, must maintain optimum visibility around the bend by following the centre line closely and moving back as far as possible before crossing into the oncoming lane. It is *especially* important not to begin to cross the centre line too early here

Respond to warning signs of bends and junctions and be particularly careful when negotiating junctions on the bend. The red car above reduces its speed to prepare for crossing the junction.

When thinking of overtaking a slow vehicle on a single laned road, ask three sets of questions:

- **Is it necessary?**

Is the vehicle to be passed going slower than the speed limit?

Will you be turning off soon?

Is the vehicle to be passed likely to

- **Is it legal?**

Don't overtake near a pedestrian crossing when you see these markings or signs

Where there are double white lines do not cross them to overtake if the line on your side is solid (unless passing a slow moving vehicle, cycle, horse or road maintenance vehicle which is travelling at 10mph)

The quality and condition of your brakes and tyres

Your ability as a driver (tiredness can affect your reaction time).

Adjust your distance accordingly.

As you check your mirrors, you may notice traffic following too closely. The danger,

is that if you need to brake suddenly, the following vehicle may run into the back of you.

Guard against this by allowing a little extra space from the traffic in front and planning ahead.

When you need to slow or stop, smoothly decelerate showing your brake lights early.

Do not react by speeding up, they will only speed up with you.

It is crucial to recognise where one way roads begin and end. 'No entry' and 'one way' signs will be clearly placed to help you.

Look out for 'no left or right turn' signs at junctions.

The difference between the road markings at the beginning and end of a one way street.

Use vital indicators as well.

When emerging from a one way street, be sure to position yourself to the right, the road to avoid confusion with the road.

Remember to allow left turners to pass you simultaneously. Failure to take this into account will result in a fail on your driving test.

Don't reverse into a one way street. If you do, you would then be emerging against the traffic.

Be aware if the one way street is narrow. If you are stuck, you may have to reverse into a one way street.

Be aware if the one way street is narrow.

Choose the most appropriate lane for your destination as soon as possible. Always maintain the appropriate distance from the vehicle in front.

- If you are going to turn left, choose the left lane.
- If you will turn right, use the right one.
- If you will be going ahead, use the most appropriate lane according to the road signs and markings. Where you have a choice, the left is often most suitable.

Unlike a two way road, traffic will often pass you from both sides. Be especially aware of this when changing lanes. In wet conditions, this distance is doubled, **four seconds** and in extreme conditions extreme caution must be taken as stopping distances can be as much as **times further**. Other factors to consider are the condition of the road surface, (leaves, mud), Visibility (fog)

If you're travelling in the right hand lane, be aware of pedestrians who might not be properly to their left before stepping out.

It is good practice to remember the stopping distance for various speeds but the most important method of judging the gap, whilst driving, is to **use the two second rule**. When the vehicle ahead passes a stationary object, count yourself "only a fool breaks the two second rule". Because it takes about two seconds to speak this sentence, you should finish it before, or as you approach, the chosen object.

In wet conditions, this distance is doubled, **four seconds** and in extreme conditions extreme caution must be taken as stopping distances can be as much as **times further**. Other factors to consider are the condition of the road surface, (leaves, mud), Visibility (fog)

The condition of the road surface, (leaves, mud), Visibility (fog)

opposite direction.

It is unsafe to travel unnecessarily slower than the speed limit where conditions are good. Stifling the traffic flow can irritate following drivers into carrying out risky overtaking manoeuvres.

Light Sequence



RED means 'stop'. Wait behind the stop line on the carriageway



RED and AMBER also means 'stop'. Where conditions are good you should take a short phase and an opportunity to progress up to the current speed limit. ie. **Set gas and find the braking point**



GREEN means you may 'go if the way is clear'. Take special care if you intend to turn left or right and give way to pedestrians who are still crossing or vehicles which have not yet cleared the junction

Make sure you don't accelerate beyond the current speed limit until you've passed a sign informing you of a higher one.

Where you see signs informing of a higher speed limit ahead, check your mirrors and slow down early and smoothly so that you are below that speed as you meet the sign.

- Visibility is poor
- Road surface is poor
- The road layout requires a low speed
- There are sharp bends
- You are sharing the road with pedestrians and cyclists

Speed Limits



AMBER means 'stop at the red'. You may only go on if the amber light is flashing after you have crossed the line.

A green sign, can be placed outside school - "are so close that to stop might be an accident".
is a request to not exceed 20mph at busy times. Where there is no school activity, the official speed limit can be reached.

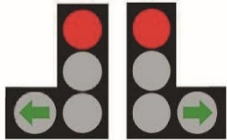
Alternatively, a part time speed limit can be activated by flashing lights.



RED means 'stop'. Wait behind the stop line on the carriageway.

Sometimes a warning sign is accompanied by a flashing light. This indicates an advisory speed limit. You should decelerate accordingly to negotiate the hazard safely.

Filter Lights



An illuminated filter arrow indicates priority in that direction, you must proceed

Filter lanes can be controlled by these lights independently of the adjacent lanes

There is no need to give way to oncoming traffic when turning right from a lane with a right filter arrow

Approaching Traffic Lights

Approach traffic lights carefully, anticipate when they might change.

A light that has been on green for a while is likely to change to amber then red. Check your

The presence of carriageway lights indicates that a road automatically has a speed limit of 30mph with the lamps taking the place of repeater signs. When lit roads have a speed limit other than 30mph, repeater signs are almost always* provided at regular intervals.

Where there is no carriageway lighting, there are no repeater signs, you can assume the national speed limit to apply.

A 20mph zone is indicated by entrance signs but will not have regular repeater signs.

Instead of repeater signs, the zone is marked with traffic calming measures at regular intervals (every 50 metres or so). These can include speed humps, chicanes, road narrowing, planting and other measures. They are meant to be self regulating so, as long as you don't accelerate unnecessarily beyond the speed calming features, you will not exceed the 20mph limit.

Look and listen for emergency vehicles. It following traffic.
be difficult to locate the direction a siren. A light which has been on red for
coming from so be especially alert until you likely to change to red/amber th
seen the vehicle. Approaching slowly might mean

If necessary, slow down or pull over, to al have to stop. Possibly drop down to
the vehicle to pass, though not before the b With this kind of planning, you will
of a hill, bend or narrow stretch of road. D make better progress, have a sm
be so eager to pull over that you actually bl safer drive, save on fuel and reduce
the traffic. Be prepared for other drivers to pull
over and continue to comply with all tra
signs.

Signalling for the emergency vehicle can g
its driver extra confidence to pass.

Yellow grids are painted on very busy junctions, outside fire/police/ambulance stations, on level crossings and any part of a road which must stay clear. These are called box junctions.

Don't enter onto the box junction if the exit you are taking is blocked as, in this example, the orange car.

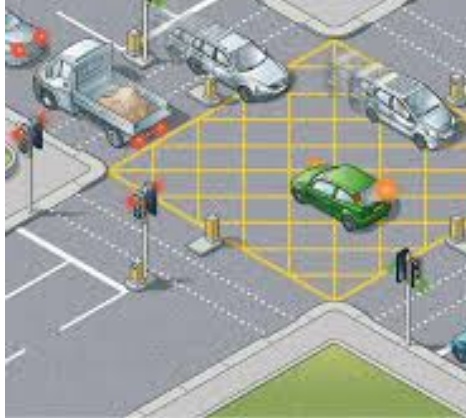
You can wait on the junction when turning right if your exit is clear.

Roadworks are a common feature of driving. Look out for warning signs and diversion signs which will guide you around closed lanes and onto diversion routes.

Be very careful as temporary road markings are not always as clear as permanent ones. Especially through junctions, 'no entry' and 'keep left or right' signs will be placed to guide you. Be particularly careful of temporary speed limits, especially where people are working on the roads.

Driving through the city can require heightened levels of anticipation and planning. When there are multiple lanes, you should usually keep to the left in order to allow faster traffic to pass on the right. But in the left lane you are more likely to encounter obstructions, whether they be parked cars, taxis, delivery vehicles, or buses. Recognising them early, allows for easier and safer lane changes.

In slow moving traffic, think about where you will stop. Blocking Pedestrian crossings is illegal and blocking side roads can stifle traffic flow, both in and out of them.



There are five types of pedestrian crossing in the UK. They are:

Zebra crossing - Pedestrian priority (cyclists should dismount)

Tiger crossing – Pedestrians and cyclists

Pelican crossing - Light controlled-timed flashing amber phase

Puffin crossing - Light controlled-uses sensors

Toucan crossing - For pedestrians and cyclists

Pegasus crossing - For pedestrians and horse riders

gentler on your fuel budget and vehicle and tear, this kind of driving results in harmful emissions, an important factor day and age!

Using the highest practical gear reduces consumption but as you slow down to hazards or road features think about down to match your new speed. Always the appropriate gear to maintain full the car. Too high a gear could result you too fast or, if the brake is applied

Driving

As well as preparing yourself for hazards, it is important to drive smoothly as you negotiate regular road features and occurrences such as:

- Traffic lights. Consider how long a light has been on green and be ready to react with an early mirror check. Approach red lights steadily with care. If you think that it may change to green, approach with a steady approach you may need to stop and start again.
- Pedestrian crossings, especially where many pedestrians are around or waiting.
- Roundabouts. Looking up early when approaching smoothly can make a difference between stopping or starting or proceeding without stopping.
- Roadworks and obstructions.

Pedestrian crossings feature frequently on road systems, particularly in built up areas. It is important to approach each one with care, preparing yourself to respond to any activity or light changes, which can be unexpected.

Look ahead to recognise crossings. The beacons on each side of a crossing are designed to be highly visible. At other types the traffic lights can be seen early. Be careful though, as obstructions, particularly large vehicles, parked ahead, can block the view of a crossing. Once you've recognised a crossing, scan the pavements for pedestrians waiting or about to use it.

If you need to stop, then slow down early and gently, showing your brake lights. If you're not sure, then again slow down early and gently, getting down to a speed from which you could stop smoothly if needed. This may simply be a case of releasing the gas and covering the brake temporarily.

So, in brief, approaching crossings, you should:

1. Look ahead to recognise them early
2. Scan for pedestrians using, waiting about to use them
3. Check mirrors for proximity of following traffic
4. Slow down or stop as necessary

- Pedestrians crossing unexpectedly perhaps from behind parked cars
- Cyclists weaving to negotiate narrow roads or obstructions.
- Traffic emerging from obscure roads
- Oncoming vehicles overtaking on the wrong side of the road.
- Traffic ahead braking sharply

Be familiar with and alert to road signs. Remember that triangular ones carry advance warnings.

On identifying a potential hazard, check mirrors for the proximity and driving style of following traffic. Depending on the situation develops and/or how close the following traffic is, you may need to brake or gently slow down and/or stop.

Planning

It is important to constantly anticipate and aware of road and traffic conditions in order to plan your drive around hazards and for smooth progress.

Hazard Perception

Move your eyes so that you see just ahead of the car to maintain a good road position into the mid and far distance for hazards. Clues of hazards you can be ready to respond to such as:

- Occupied parked cars which might move away or whose doors might open.
- Parked vehicles around which could be pedestrians. eg. Buses, dustbin lorries, maintenance vehicles, delivery

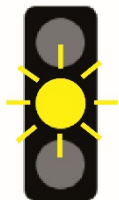
Controlled Crossings

Anticipate the lights changing to red as you approach. If somebody is waiting to cross, they are likely to have pressed the button. Sometimes the lights change quickly afterwards.

Even if nobody is waiting, it's possible the button has been pressed so check your mirrors and be prepared to stop as usual.

Remember the specific meanings of the phases:

Roundabouts



The flashing amber stage is unique to

pelican crossings. It operates like a normal traffic light but with a flashing amber light. It remains flashing for some time to allow

pedestrians to cross. Where your exit off of the roundabout is cross blocked, be prepared to hold back. You must give priority to crossing traffic to flow. When your exit is clear, you may proceed. Traffic from your left will hold back until you have a flashing amber light to proceed.

light as long as the crossing is clear. At smaller roundabouts, it may be necessary to stay off of the roundabout until you are clear.

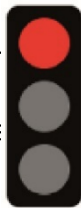


Roundabouts

Approaching a roundabout, traffic from right has priority and should not have to change speed or direction on your account, smoothly stop at the line and select first gear. This would be the case.

However, do consider that the momentum you have on approach can often provide a gap if pedestrians are on the crossing. This offers the opportunity to slot onto the roundabout without unnecessary delays in traffic flow. Watch for traffic from your right. Assess the relative speeds as you make this decision. As well as observing the traffic to your immediate right, look further around the roundabout and consider any vehicles which they will be giving way to. This will often provide a window of opportunity for you to proceed and can be a crucial opportunity in busy traffic.

Puffin Crossing



device
auto
detection

The
sequence
normal
with
red/amber
(preparation)
stage
the red



Toucan crossings allow cyclists to cross safely without unmounting. They are wider than usual to allow pedestrians and cyclists to cross together, sometimes with dedicated lanes for each.

In queued traffic, allow for extra width and be careful not to block the crossing.

The light sequence is the same as for a pedestrian crossing.



Spiral roundabouts are designed to guide traffic to their exits. This can make it easier by simply following the lane.



Pegasus crossings are for horse riders to cross safely without unmounting. They have a button set 2m from the ground for the horse. Sometimes they have a fence to chicane the horse before it crosses.

They can be combined with Toucan type crossings where a button panel

Lane layouts on the approach to lower down as well.

roundabouts frequently vary, so use the signs and markings to choose the ideal lane and exit early. However, even with a well timed exit signal, you cannot *guarantee* a safe route to the left lane. There is a danger of an emerging vehicle accelerating up your left side. In this case consider the stating in your manual, then, changing back to the left lane a little before on the new road.

Respond as you would with any light crossing and be considerate, refrain from excessive engine revs or loud noise to alarm the horse.

You must give way to pedestrians on or waiting to cross a zebra crossing.

At the crossing below, a man is walking casually. There is no clue if he will use the crossing or pass it. If you are likely to arrive at the same time, check your mirrors and carefully reduce your speed so that you can stop if need be.

When stopping, do so just behind the give way line and secure the car, either firmly with footbrake or with the handbrake. If you were bumped from behind, you wouldn't want to be pushed into the pedestrians.

Wait patiently, especially for the elderly and disabled who may take longer to cross.

Don't beckon people across, let them judge for themselves if it is safe to step out.

Wait until the pedestrians have stepped back onto the pavement before proceeding

alongside then it won't be a problem to change lanes as you pass them. If you are entering the roundabout from the other traffic, it is crucial to stay

choose the correct one.

Where there are no road markings and 1 lanes on the approach, remember:

Turning Left

- Use the left Lane
- Or follow directions indicated signs or road markings

Going Ahead

- Use the left lane
- Or follow directions indicated on signs or road markings

Turning Right

- Use the right lane. However, local rules may vary so keep a keen eye on road signs and markings. When you are driving in lanes, it is especially important to check your mirrors on

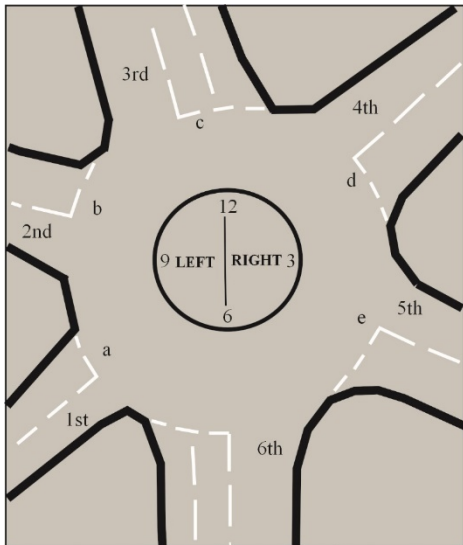
This means that once they have stepped into the refuge, you can proceed carefully, but be prepared to stop for people approaching from the refuge from the other side.

Check over your shoulders before crossing the refuge in case of people running up to the crossing at the last minute.

The zigzag lines either side of the refuge have two meanings:

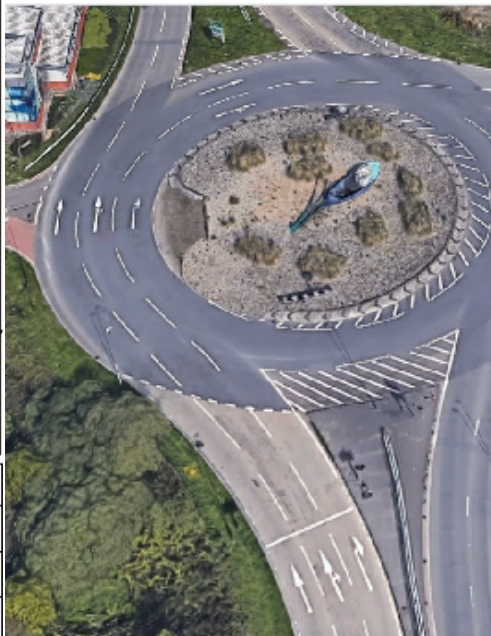
- Don't overtake on them
- Don't park on them

Priority and Controls



Left First Exit	Left	Left	Leave On
Left Second Exit	Left	None	Point a
Ahead Third Exit	Left	None	Point b
Right Fourth Exit	Right	Right	Point c

Roundabout



Mini roundabouts can be quite small and have a painted centre rather than a raised kerb. Because there is no physical island, the sign is placed on the kerb just before.

Approach mini roundabouts as you would regular ones. The rules of priority and signalling are just the same, but due to small size, it can be difficult to manage a sign when exiting. The exit signal, therefore, is absolutely necessary.

If the roundabout is large enough and you need to go all the way around, go cautiously as other drivers may not be expecting this.

U turns at mini roundabouts are recommended.

Drive around the painted centre of the roundabout as well as you can. Beware of pedestrian crossings close to the roundabout.

As you approach, look to the right around to anticipate your opportunity ahead to see where you need to step. Proceed without stopping if the way is clear.

Where there are traffic lights, they are determined by them.

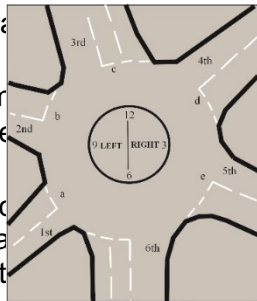
Controls - How you approach a roundabout depends on its shape and size, your speed and proximity of other traffic.

However, it is often appropriate to slow down, as part of the **MSM** routine, and change to 2nd gear at about two to three car lengths from the line. Whether you engage the gear depends on whether it is clear from the front.

Changing into 2nd gear at two to three car lengths from the roundabout is a good coefficient. This enables you to proceed with confidence.

If approaching the roundabout in 2nd gear and looking to the right, you may find that it's safe to proceed. In this case you can simply pull up to the line, changing again into 1st gear

When it's safe to set off, build the speed quickly in first gear so that you're able to change easily. Once in 2nd gear your hands are free to steer and signal as required



Left First Exit	Left	Left	Leave On
Left Second Exit	Left	None	Point a
Ahead Third Exit	Left	None	Point b
Right Fourth Exit	Right	Right	Point c
Right Fifth Exit	Right	Right	Point d
All Way Sixth Exit	Right	Right	Point e

Treat the roundabout as a clock face, 12 o'clock is straight ahead, 6 o'clock is straight back.

- Too early and you may think you've exited earlier. They will emerge in front of you.
- Too late and you think you're coming off the roundabout because of inconvenience plan to join.

Always use the mirrors before signalling.

Cancel the signal when clear of the roundabout.