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**CHILLED**

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## **DSSSM – DOOR, SEAT, STEERING, SEATBELT, MIRROR**

- 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 off, signalling, changing speed, changing direction or lanes

## **MSPSL – MIRROR, SIGNAL, POSITION, SPEED, LOOK**

- Used for when approaching any type of junctions

## **LADA – LOOK, ASSES, DECIDE, ACT**

- Used when at a junction on whether to proceed or wait

## **ROLO – RIGHT, OVER, LEFT, OVER**

- Used at crossroads and emerging at T or Y junctions

## Cockpit Drill

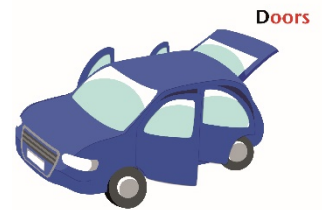
**Doors** - Check that all the doors are closed by:

Checking the boot door before getting into the car.

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

Shaking your door handle to see that it is firm.

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



**Seat** - Move your seat forward or backwards and up or down to achieve a position where:

With the clutch fully depressed, your left leg is extended but not overly stretched. You have a good view over the steering wheel



**Steering** - Adjust the rake (angle) of your seat and if need be, the angle of the steering column so that your arms rest comfortably on the wheel at the nine and three position without being overly stretched or bent.

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.



**Seatbelt** - Put on your seatbelt making sure it isn't twisted by running your thumb under it.

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

**Mirrors** - It is important to adjust the mirrors lastly, once you are set into the seating position you will be driving from. If you need to re adjust your position later, you will need to check and re 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 as broad a view as possible.

You should be able to see the horizon of the 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

## Moving Away

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

### Prepare

1. Press the clutch to the floor and select first gear
2. Set a little gas, have a lively hum sound from the engine, get use to that sound
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 to release the bite point.
5. Keep your feet still

### Observe

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

### Move

If it's safe to move away then:

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

Don't leave the signal on as you're waiting to pull away. This can be disconcerting for 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, anticipate your opportunity and prepare/observe in time to manoeuvre away just as the last car has passed.

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

## Stalling

Stalling is where the engine cuts out as you lift the clutch to engage it. It is normal for learners to experience some stalling in their early practice. Common causes are:

- Clutch up through biting point too quickly
- Clutch up slowly through biting point but released too early. (Start from biting point, not below)
- Clutch up through biting point before brake is released
- Clutch up without setting enough gas
- Not in first gear, maybe 2<sup>nd</sup> or 3<sup>rd</sup>.

## Setting Off On A Steep 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. Set a little more extra gas, around 2000 rpm
2. Lift the clutch well into the biting point so there is some tension in the car Make a thorough, all round check.
3. Release the handbrake, ease the clutch up slower than usual and apply plenty of gas.
4. Build your speed, increasing the revs to 3000-3500 revs, then make a quick change into second, engaging the gear before the car loses too much momentum

## Pulling Over To Stop

Use the **MSM** routine every time you pull over:

**Mirrors** – Main and left, looking for, closely following or fast moving traffic & Mopeds or cycles

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

### Manoeuvre -

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

Aim for a safe, legal and convenient parking place.

This means you should **avoid** parking:

- On sharp bends
- Too close to junctions. (Allow at least 10 yards for vehicles using the junction)
- Opposite side roads
- Alongside or opposite bus stops
- Over driveways
- On the approach to pedestrian crossings
- On double yellow lines
- On single yellow lines where restrictions apply

## **Road Position**

### **Narrow Roads**

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 driving about a metre from each. If the road is very narrow, then reduce your speed especially when passing oncoming cars and pedestrians.

### **Wide Roads**

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

### **Passing**

Pass parked cars or obstacles by a metre. If it helps, imagine the car doors are wide open and drive so that you're just clear of clipping them. Drive smoothly around the cars without weaving in and out unnecessarily and 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

## **Meeting Traffic**

It is common to encounter obstructions in the road, be they parked cars, skips or roadworks. The road may then become too narrow for two vehicles to pass. Look ahead and assess the situation early

Recognise the general rule of priority. If the obstruction is on your side of the road, you should allow priority to the oncoming vehicle. However, don't assume this order and be 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 an alert of ones presence so never assume that it is a sign to go. However, it is practical to respond if you're confident the flash was intended for your benefit. Be sure to check it is safe before proceeding.

If it is safe to, allow priority to vehicles coming up steep hills, even if it is their side of the road 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.

## **Obstructions on your Side**

Because the obstruction is on your side of the road and the road is not wide enough for you 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 and steer carefully, try not to pull in towards the kerb, as this could be misleading into drivers thinking you are stopping. Crucially don't stop no closer than 1 car length from the parked car in front and begin to steer back out slightly. This enables the driver to get around you easily, it also distinguishes you from the parked cars. A quick check of your right blind spot should be done before setting off again.

## **Obstructions on Both Sides**

You or the other driver of the oncoming car have no priority over each other because obstructions are on both sides of the road. It is therefore up to both drivers to look for a place to wait. Look to see if they pull in slightly, if not 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 this, confirm their true meaning by their speed.

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

## **Meeting on Wider Roads**

Though there are parked cars here, there is enough space for two cars to pass safely but only with an adjusted road position. In order to pass the parked cars safely, you must be 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 kerb than usual.

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

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



# Turning

## Side Roads on the Left

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 the left.

**Signal** - Nice and early but not misleading. Wait until you've passed any prior side roads.

### Manoeuvre

- **Position** - Maintain your normal position, or on wider roads, move over so that you're about one metre from the kerb.
- **Speed** - Off the gas, gentle brake as required. Clutch down at two or three car lengths and change down in gear if needed. Engage the gear by raising the clutch gently through the biting point before or as you begin to turn, and applying some gas. (May vary for diesel).
- **Look** - Look into the new road for parked cars, emerging traffic and pedestrians crossing, Use the bottom left corner of your windscreen to look for your turning point

As you approach the side road, assess the degree of the bend, **Look 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 you brake, you are leaving it a little late so get the clutch down quickly.

Try not to leave the clutch down (coast), as you turn as the car has less control without the gear engaged. Try not to press the brake or the gas pedal until you can see into the new road.

In the new road, make progress and check your mirrors for following traffic.

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

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

When you are following a vehicle which is signalling left into a side road, be aware that they may go very slowly or even stop before entering the junction.

## Side Roads on the Right

When turning right into a side road, oncoming traffic has priority. Traffic emerging from the side road must wait as you position or pass 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 misleading. Wait until you've passed any prior side roads

### Manoeuvre

- **Position** - Just left of the centre line so that traffic might be able to pass on the left or use the turning lane centrally if there is one.
- **Speed** - Off the gas, gentle brake as required. Clutch down at two car lengths and change down in gear if needed, normally 2<sup>nd</sup> gear. Stop or clutch up as you turn
- **Look** - Look ahead and into the new road

Look ahead keeping a keen eye for cyclists and motorbikes which are less visible. Stop if you have any doubts about crossing safely, right 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 cross 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 and you'll cut the corner. You can usually gauge the point to begin steering as you gain a good view into the side road.

If you need to stop, then keep your wheels straight. If you're bumped from behind, you won't be pushed into oncoming traffic

As you wait for a gap consider using the guideline that if you could walk across, you could drive across. This is called the walking rule, if you would as a pedestrian cross the road before the oncoming car arrived then you should have enough time to drive into the new road.

## T-Junctions

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 nice 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.

**Signal** - Nice and early but not misleading. Wait until you've passed any prior side roads.

### Manoeuvre

- **Position**-About one metre from the kerb (left) or just left of the centre line, (right).
- **Speed**-Off gas, gentle brake as required. Clutch down at about two car lengths and consider the gear as you approach the line.
- **Look**-Look right as the first traffic you may encounter will be from this direction. Then look left and right again and keep looking as you slow down or stop.

Avoid using the clutch too early as disengaging the engine at a higher speed increases the momentum of the car. This is called 'coasting' and often results in a surge up to the junction. Using the clutch too late, on the other hand, could cause the engine to stall.

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.

## Emerging from a Junction

When stopped at the line, use the **POM** routine to assess and emerge at a good opportunity.

### Prepare

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

### Observe

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

- A gap in the passing traffic.
- Traffic shouldn't have to change speed or swerve as you emerge.
- Look carefully for cyclists and motorcyclists which are less visible due to their narrow profile.
- When turning right, you must have seen a gap in both directions before emerging.
- When turning left you need only wait for a gap in the traffic from the right but don't emerge if traffic from the left has moved or moving out in the road to overtake.

### Move

1. As you anticipate an opportunity, start your revs by pressing the gas, use your handbrake if you think you might roll 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.

### Emerge at an Open Junction

An open junction is one where visibility is very good. Proceed without stopping if you're sure the way is clear. You may be able to do this in 2<sup>nd</sup> gear as you approach the junction.

### Emerge at a Closed Junction using LADA, (Look, Asses, Decide, Act)

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

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

Be prepared to stop the moment you see traffic by dipping the clutch then the footbrake.

**Don't commit to exiting until you're sure it's safe.**

## Position at T-Junctions

### Wide Junctions

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

When turning right, arrive at the line very straight so that you don't cross the centre line 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 lane of the new road. Achieve this by looking to the left as well as the right on the approach.

### Narrow Junctions

When emerging left from a very narrow junction, make sure your front nearside wheel doesn't get too close to the kerb. As you turn, your rear wheels will take a shortcut which could result in your vehicle mounting the pavement.

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

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

### Y Shaped Junctions

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

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

### One Way Streets

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

**Failure to take this position will result in a fail on your test.**

## Stop Junctions

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

Failure to come to a complete stop will result in a fail on your driving test.

## Parked Cars and Pedestrians

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.

## Crossroads

When you and an opposite vehicle are turning right at crossroads, you have the choice of passing nearside to nearside or offside to offside. At smaller junctions, nearside is often most practical and at larger ones offside can allow more visibility. If you're not sure you can hold back a little and let the oncoming vehicle turn first. The usual point of turn, just behind the centre line of the side road may be compromised as you negotiate the other vehicle.

When emerging at crossroads, you should plan to set off ahead of the opposite vehicle if you are turning left or going ahead. You should allow the oncoming vehicle to proceed first if you're turning right. If you're both turning right, make eye contact with the opposite driver to decide. Be courteous if they arrived first.

This order of progress is not necessarily widely understood. For this reason, proceed carefully whichever way you are going. Study the body language of the opposing driver. If they are leaning forward and looking left and right into the main road, they are likely to proceed. If they're more relaxed and looking your way, they're likely to be waiting. Where opposite drivers flash or gesture for you to go first, again, proceed carefully

## Unmarked crossroad

Nobody has priority at unmarked crossroads so approach with lots of caution. Use **LADA** or **ROLO** routine (**Look, Assess and Decide, then Act**) (**Right, Over, Left, Over**). Make eye 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.

## Junctions on Bends

Very careful consideration must be made when negotiating junctions which are awkwardly located on bends in the road.

The blue car below must emerge extremely carefully to turn right. When visibility is poor, try to detect clues of approaching traffic like headlights, road noise and reflections. At some very awkward junctions, mirrors are placed to help see around the corner.

The purple car below, turning right, gains optimum visibility around the corner by following the centre line closely and for as far as possible before crossing into the side road. It is *especially* important not to begin to cross the centre line too early here

Respond to warning signs of bends ahead and be particularly careful when warned of junctions on the bend. The red car above reduces its speed to prepare for crossing traffic and vehicles moving slowly as they emerge.

## One Way Streets

### Recognising

It is crucial to recognise where one way streets begin and end. 'No entry' and 'one way' road signs will be clearly placed to help you. Also 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 are vital indicators as well.

When emerging from a one way street to turn right, be sure to position yourself to the right of the road to avoid confusion with other right turners and to allow left turners to emerge simultaneously. Failure to take this position will result in a fail on your driving test.

Don't reverse into a one way street as you would then be emerging against the traffic flow.

Be aware if the one way street you are travelling on becomes two way.

## One Way - Lanes

Choose the most appropriate lane for your destination as soon as possible.

- 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 on both sides. Be especially aware of this when changing lanes.

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

Where parking is not restricted, it is OK to use the right side of the road on a one way street.

Some one way roads have contraflow systems where bus and/or bike lanes will flow in the opposite direction.

## Meaning of Lights

### Light Sequence



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



RED and AMBER also means 'stop'. It is a short phase and an opportunity to prepare. ie. **Set gas and find the biting 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

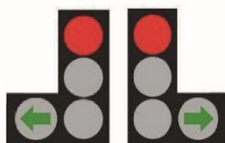


AMBER means 'stop at the line'. You may only go on if the amber appears after you have crossed the line or you are so close that to stop might cause an accident



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

### 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, anticipating when they might change.

A light that has been on green for a while is likely to change to amber then red. Check your mirrors and possibly ease off the gas and cover your brake pedal, especially if there is closely following traffic.

A light which has been on red for a while is likely to change to red/amber then green. Approaching slowly might mean you won't have to stop. Possibly drop down to 2<sup>nd</sup> gear

With this kind of planning, you will ultimately make better progress, have a smoother and safer drive, save on fuel and reduce emissions

## Box Junction

Yellow grids are painted on very busy junctions, outside fire/police/ambulance stations, on level crossings and any part of 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, with the orange car.

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



# Pedestrian Crossings

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

**Zebra crossing-** Pedestrian priority

**Pelican crossing-** Light controlled-timed-flashing amber phase

**Puffin crossing-** Light controlled-uses sensor

**Toucan crossing-** For pedestrians and cyclists

**Pegasus crossing-** For pedestrians and horse riders

## Approaching Crossings

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

Look ahead to recognise crossings as early as possible. The beacons on each side of a zebra crossing are designed to be highly visible and at other types the traffic lights can usually be seen early. Be careful though, as other traffic, particularly large vehicles, parked or queued ahead, can block the view of a crossing.

Once you've recognised a crossing ahead, scan the pavements for pedestrians using, waiting or about to use it.

Check your mirrors for following traffic. If the vehicle behind is very close, use extra caution. 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 or about to use them
3. Check mirrors for proximity of following traffic
4. Slow down or stop as necessary

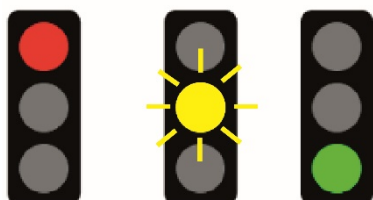
# Light Controlled Crossings

## Pelican Crossing

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

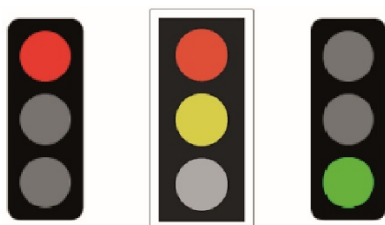
Even if nobody is waiting, it's possible that the button has been pressed so check your mirrors and be prepared to stop as usual.

Remember the specific meanings of the light phases:



The flashing amber stage is unique to the pelican crossing. It operates by a timer and will remain flashing for some time to allow pedestrians to finish crossing. You may proceed through a flashing amber light as long as the crossing is clear of pedestrians

## Puffin Crossing



Puffin crossings have electronic devices which automatically detect when pedestrians are on the crossing. These reduce unnecessary delays in traffic flow.

The light sequence is as normal here, with a short red/amber (prepare to go) stage following the red light.

## Toucan Crossing



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

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

The light sequence is the same as for a puffin crossing

## Pegasus Crossing



Pegasus crossings are designed for horse riders to cross the road safely without unmounting. They have a button set 2 metres from the ground for the rider and sometimes have a fence or barrier to chicane the horse before it crosses.

They can be combined with Toucan or Puffin type crossings where a button panel is placed lower down as well.

Respond as you would with any light controlled crossing and be considerate, refraining from excessive engine revs or loud noise which may alarm the horse.

## Zebra Crossings

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 could stop if need be.

When stopping, do so just behind the give way line and secure the car, either firmly with the 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 or 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.

Where there is a central refuge in the middle of the crossing, treat it as two separate crossings. This means that once they have stepped onto the refuge, you can proceed carefully, but be prepared to stop for people approaching the refuge from the other side.

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

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

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

## Roundabouts - 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
Right Fifth Exit	Right	Right	Point d
All Way Sixth Exit	Right	Right	Point e

**Priority** - You should give way to traffic from the right at roundabouts.

As you approach, look to the right and all around to anticipate your opportunity and to the ahead to see where you need to steer.

Proceed without stopping if the way is clear.

Where there are traffic lights, priority is determined by them

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

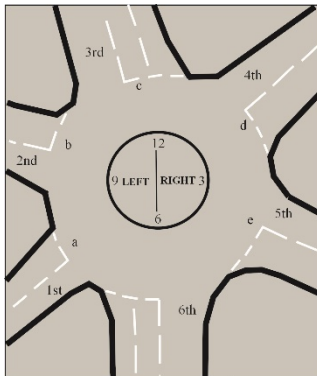
However, it is often appropriate to slow the car down, as part of the **MSM** routine, and choose 2<sup>nd</sup> gear at about two to three car lengths from the line. Whether you engage the gear, or not, depends on whether it is clear from the right.

Changing into 2<sup>nd</sup> gear at two to three car lengths from the roundabout is often most efficient. This enables you to proceed smoothly if you find the way to be clear as you approach the line.

If approaching the roundabout in 2<sup>nd</sup> gear and looking to the right, you may find that it's not safe to proceed. In this case you can simply pull up to the line, changing again into 1<sup>st</sup> gear.

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

## Roundabout Signals



Treat the roundabout like a clock face, 12 at the top

- Too early and traffic may think you're exiting earlier. They may then emerge in front of you.
- Too late and traffic may think you're continuing on the roundabout. This can cause them inconvenience as they plan to join.

Always use the mirrors before signalling.

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

Cancel the signal when clear of the roundabout.

## Mini Roundabouts

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 the small size, it can be difficult to manage a signal when exiting. The exit signal, therefore isn't 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.

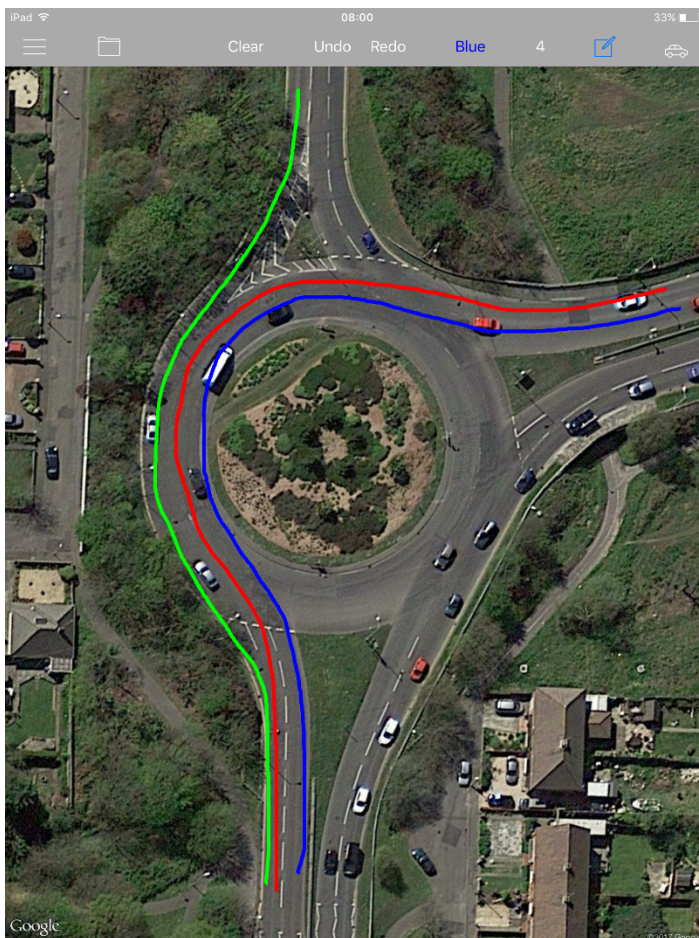
**U turns at mini roundabouts are not recommended.**

Drive around the painted centre of the roundabout as well as you can.

Beware of pedestrian crossings close to the roundabout.

Keep a keen eye on road markings and signs for exits that are 'no entry'.

## Two/Three Laned Roundabout



Where there are two or more lanes as you enter the roundabout, it is very important to choose the correct one.

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

**Turning Left** - Use the left Lane

**Going Ahead** - Use the left lane unless it contains heavy traffic or you are turning right shortly afterwards

**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 the approach to a roundabout. If you see that there is no traffic following or alongside then it won't be a problem to change lanes as you pass through. But if you are

entering the roundabout with other traffic, it is crucial to stay in lane.



## Going Right

- Unless road markings direct you otherwise, use the right lane to turn right. Use your mirrors, signal right and get into this lane early on the approach.
- Use the main and left mirror before signalling left. These should be quick but effective glances, returning your attention immediately to the road ahead
- Try to check the nearside blind spot before exiting. Make this just a quick glance to the side so that your attention isn't taken from the road in front.
- Exit into the left lane but only if you're sure it's clear

## Large Roundabouts

Lane layouts on the approach to larger roundabouts frequently vary, so use the road signs and markings to choose the ideal lane nice and 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 staying in your lane then, changing back to the left lane a little later on the new road.

## Spiral Roundabouts

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

## Judgement at Roundabouts

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

However, do consider that the momentum you have on approach can often provide a great opportunity to slot onto the roundabout ahead of 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.

## Queues on Roundabouts

Where your exit off of the roundabout is blocked, be prepared to hold back and allow crossing traffic to flow. When your exit clears, traffic from your left will hold back and allow you to proceed.

At smaller roundabouts, it may be sensible to stay off of the roundabout until your exit is clear.

## Awareness and Planning

It is important to constantly anticipate and be 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 and into the mid and far distance for hazards or clues of hazards you can be ready to respond to such as:

- Occupied parked cars which might pull away or whose doors might open.
- Parked vehicles around which could be pedestrians. eg. Buses, dustbin lorries, maintenance vehicles, delivery vehicles.
- Vehicles reversing from driveways.
- Pedestrians crossing unexpectedly, perhaps from behind parked cars.
- Cyclists weaving to negotiate potholes or obstructions.
- Traffic emerging from obscured side roads
- Oncoming vehicles overtaking on your side of the road.
- Traffic ahead braking sharply.

Be familiar with and alert to road signs. Remember that triangular ones can be vital warnings.

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

## Smooth and Eco Driving

As well as preparing yourself for hazards, plan 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 the thought that it may change to green. With a steady approach you may not need to stop and start again.
- Pedestrian crossings, especially where pedestrians are around or waiting.
- Roundabouts. Looking up early and approaching smoothly can make the difference between stopping and starting or proceeding without stopping.
- Roadworks and obstructions.
- Bus lanes and cycle paths.

Avoiding rapid acceleration and braking can save 15% in fuel consumption. As well as being gentler on your fuel budget and vehicle wear and tear, this kind of driving results in less harmful emissions, an important factor in this day and age!

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

## Planning In The City

Driving through the city can require heightened levels of anticipation and planning. Where 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.

## Roadworks

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

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

## **Emergency Vehicles**

Look and listen for emergency vehicles. It can be difficult to locate the direction a siren is coming from so be especially alert until you've seen the vehicle.

If necessary, slow down or pull over, to allow the vehicle to pass, though not before the brow of a hill, bend or narrow stretch of road. Don't be so eager to pull over that you actually block the traffic. Be prepared for other drivers to pull over and continue to comply with all traffic signs.

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

## **Use of Speed**

The presence of carriageway lighting means 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 and there are no repeater signs, you can assume the national speed limit to apply.

### **\*20mph Zones**

A 20mph *zone* is indicated by entry and exit signs but will not have regular repeater signs.

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

## **Advisory and Part Time Speed Limits**

A green sign, can be placed outside schools. It 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.

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

## General Practice

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

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

Where conditions are good you should make good progress up to the current speed limit but slow down accordingly where:

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

Never drive too fast to stop safely within the distance that you can see to be clear.

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.

## Stopping Distances

Always maintain the appropriate stopping distance from the vehicle in front.

It is good practice to remember the stopping distance for various speeds but a simpler method of judging the gap, whilst driving, is to **use the two second rule**. When the vehicle ahead passes a stationary object, say to 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 arrive at the chosen object.

In wet conditions, this distance can be doubled, **four seconds** and in icy conditions extreme caution must be used as stopping distances can be as much as **ten times further**. Other factors to consider are:

The condition of the road surface, (gravel, wet leaves, mud), Visibility (fog, snow smoke), whether you're travelling up or downhill

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, then, 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 well 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.

## Overtaking Procedure

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

- **Is it necessary?**

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

Will you be turning off soon?

Is the vehicle to be passed likely to turn off?

- **Is it legal?**

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

Where there are double white lines, you must not cross them to overtake if the line closest to you is solid (unless passing a stationary vehicle, cycle, horse or road maintenance vehicle which is travelling at 10mph or less).

- **Is it safe?**

Where there is oncoming traffic, your closing speed is both of your speeds combined, 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

## Procedure

**Mirrors** - Main and right

**Position** - Keep a good distance from the vehicle you need to pass maintaining the appropriate stopping distance for the speed you're travelling at. Move a little right for a better view but not over the centre line

**Speed** - Consider a lower gear to provide the power you may need to pass quickly

**Look** - Look well ahead, considering all of the points above

**Mirrors** - If it's good to go, then check your main and right mirror again. Beware of 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 past 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

# Bus and Cycle Lanes

## Bus Lanes

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

If you can, then you should use the bus lane, providing that it is clear and you are likely 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 its hours of operation.

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

## Cycle Lanes

Some cycle lanes have a solid white line. Do not drive or park in them during their hours 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, don't turn left immediately after passing a cyclist. Slow down and turn behind them if necessary.

## Overtaking Buses

When following buses, anticipate them stopping at bus stops by keeping a keen eye for their left signal.

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

Keeping a good distance behind also gives you extra space and time to respond when the bus signals to pull over. Respond by applying the overtaking procedure.

If it's unsafe to pass, then stop and wait 2 or 3 car lengths behind the bus and near to the centre line so that you can see past it.

Plan to overtake the bus when it is safe. 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 checking your main and right mirror for traffic overtaking from behind. If it's safe, signal right (for the benefit of the bus driver at least) and steer out smoothly, allowing it plenty of space.

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

Pass cautiously in case passengers that have departed the bus are trying to cross the road in 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 and 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 and allowing them plenty of space before steering back in.

Don't overtake a cyclist if you're planning to take left side road immediately afterwards.

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

Be careful approaching parked cars by anticipating how widely the cyclist will swerve to pass.

Don't overtake where the road is narrow due to a central reservation.

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

Do not intimidate the cyclist by following very closely.

In summary, your two options when approaching cyclists from behind are:

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

## Overtaking Cyclists in Lanes

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

## Keeping to the Left

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

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

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

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

Approach junctions in the far right lane to come all of the way around



## Lanes through Lights

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

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

## Changing Lanes

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

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

Avoid making rushed, last minute changes.

If you can't change safely in time then follow the direction of the lane you're in and get on route another way.

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

Remember, when changing lanes, **DON'T**

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

Remember **ALWAYS**

- 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 has responded to the signal by holding back a little.
- Take a quick look into your blindspot, if necessary, returning your attention immediately to the road ahead.
- Change lanes smoothly

## 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 would be misleading or helpful.

- it would be misleading to signal right at a junction where there is another lane to the right of you. It could be interpreted that you're changing lanes.
- However, a short signal where your lane divides can be very helpful. In this case, the purple car and the yellow car could benefit by knowing that the learner car is going right.
- A left signal here, to exit the roundabout could be interpreted as a signal to turn left into the side road. There is then a danger that the yellow car would emerge in front of you.

## Divide and Merge

### Lane Divide

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

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

Use the information to plan and avoid any unnecessary lane changes.

Road markings will usually be painted nearer to 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 easier.

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 signals.

Traffic in the left lane should check mirrors, (main and right), keep left and adjust speed gently (if required), to allow traffic to merge.

It is also possible that you will need to merge from the left to the right lane. Be prepared by looking out for the direction of the sweeping arrow.

## **Dual Carriageway**

A dual carriageway is a road where oncoming flows of traffic are divided by a solid divider be it a grass verge a raised kerb or a 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 carriageways. Pass them with plenty of space by planning your lane change early

## **Turning Left Onto A Dual Carriageway**

Turn left as you normally do from a T-junction but beware of faster moving traffic and allow 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 but be extremely careful of traffic in the next lane as you emerge. In the illustration, the yellow car is changing lanes as the blue one emerges.

## **Turning Right onto a Dual 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.

## Slip Roads

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

## Joining

- Try to use the left lane of the slip road as this lane is longer and allows you more time to merge. Avoid driving alongside another vehicle on the slip road.
- Signal right.
- Build your speed so you're matching that of the traffic on the dual carriageway.
- Use your mirrors and glance to your right to look for a space. A quick, sideways glance is sufficient to see into the area not covered by the mirrors. This is not the deep blind spot check you make before setting off. Return your attention ahead quickly as things can change quite suddenly, especially at speed and in busy traffic.
- Use your gas on or off so that you merge smoothly into a space.
- In the unlikely event that you're not allowed a comfortable space to merge 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.

## Exiting

- Start signalling to exit around the 300 yards marker if there is one.
- Slip roads are often long. Where possible, maintain speed on the main carriageway and slow down once on the slip road.
- Look out for the end of the dual carriageway, where two way traffic applies.

## Independent Driving

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 SATNAV system

There is a good chance this will be used on you during your test. The examiner will supply and have already a set route programmed into the SatNav, you don't have to do anything to it

Follow the voice instructions and 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 that junction or slip road is from you. When you are approximately 100 yards that's generally the time to be doing your MSM routine.

### Independently Follow a Destination

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

“follow signs for the B600, Watnall”

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

If you make a mistake and find yourself going off course, try to get back on route safely. If this 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, ask 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.

# MANOEUVRES

## PULING UP ON THE 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.
- Select 1<sup>st</sup> gear, check from RIGHT BLINDSPOT to LEFT BLINDSPOT, if clear release the HANDBRAKE and indicate LEFT creeping very slowly checking LEFT SHOULDER, LEFT MIRROR and AHEAD for other vehicles, if completely happy with no vehicles approaching accelerate away moving back to the left side of the road, check centre mirror again for any vehicles catching up quickly.

## PARALELL PARK

- You will asked to pull up on the left short of a parked vehicle, ensure you STOP in a convenient place.
- Select 1<sup>st</sup> gear and slowly move off, ensure full OBSERVATIONS are done before moving off.
- Pull up alongside the parked vehicle, judge you gap (about a ½ a door width), left mirror just beyond the end of the parked vehicle.
- Secure your car and select REVERSE gear, check from LEFT BLINDSPOT to RIGHT BLINDSPOT, if clear release the HANDBRAKE and very slowly reverse until the other end of the parked car is in your left rear window and STOP.
- **VERY IMPORTANT TO CHECK YOUR RIGHT BLINDPOT BEFORE STEERING FOR ANYTHING APPROACHING.**
- If all clear slowly move and turn your steering 360° to the LEFT, check ahead and right
- When car approx. at 45° across the road turn your steering RIGHT 360° to straighten the front wheels, look back to your left shoulder towards where you're heading to.
- Looking (but not staring) in your LEFT MIRROR, when your BOTTOM door handle then touches the edge of the kerb turn your steering RIGHT 360°
- 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 YOU ARE TOO FAR AWAY MOVE YOUR CAR FORWARDS AND BACKWARDS TURNING YOUR WHEEL TO ADJUST, (90° LEFT AND RIGHT TO SORT OUT). **MAKE SURE ALL OBSERVATIONS ARE DONE WHEN FIXING YOUR GAP.**

## **REVERSE BAY PARK**

- Ensure a car width gap between the left side of the car and the parking spaces on your left. Choose a space and very slowly drive past it and STOP 2 car bays later when you're eye line is alongside the line of the 2<sup>nd</sup> bay.
- Secure your car and select REVERSE gear, **CHECK YOUR RIGHT BLINDSPOT**, if clear release the HANDBRAKE and slowly move the car looking backwards and then STEER LEFT FULL LOCK. (This is 1½ turns, 540°)
- Check again your RIGHT SHOULDER then LEFT MIRROR and LEFT SHOULDER then back to LEFT MIRROR
- When the line of your chosen bay appears in your LEFT MIRROR take off 180° of your steering to the RIGHT.
- Check LEFT SHOULDER then LEFT MIRROR again
- When the line in the LEFT MIRROR becomes parallel to the car steer RIGHT 360° to straighten your wheels
- Check both MIRRORS to see if it looks 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 parking, **STOP THE CAR**. Select 1<sup>st</sup> gear and check your OBSERVATIONS before moving forwards and adjust your position LEFT/RIGHT depending on what needs correcting.
- Stop and select REVERSE gear check you OBSERVATIONS and REVERSE slowly looking backwards into your bay.
- Stop when the front horizontal line of the bay is just under the bottom of your mirror, secure the car.

## **FORWARD BAY PARK – RIGHT**

- Keep far left as you can and very SLOWLY approach in 1<sup>st</sup> gear and decide on a space ahead of you
- Check CENTRE & RIGHT MIRROR, SIGNAL RIGHT
- Using your RIGHT MIRROR, when it fits into 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.
- Just as you are about to STOP at the end of the space, very quickly STRAIGHTEN your wheels LEFT 540° (1½ turns)

### **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 SHOUDLER 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.
- When fully clear, secure the car and select 1<sup>st</sup> gear, check your OBSERVATIONS before you release the HANDBRAKE and drive forwards and straighten your wheels.

### **FORWARD BAY PARK - LEFT**

- Check your MIRRORS and steering towards your right away from the spaces on your left.
- Keep far right as you can and very SLOWLY approach in 1<sup>st</sup> gear and decide on a space ahead of you
- Check CENTRE & LEFT MIRROR, SIGNAL LEFT
- Using your LEFT MIRROR when it fits into 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.
- Just as you are about to STOP at the end of the space, very quickly STRAIGHTEN your wheels RIGHT 540° (1½ turns)

### **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 SHOUDLER 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.
- When fully clear, secure the car and select 1<sup>st</sup> gear, check your OBSERVATIONS before you release the HANDBRAKE and drive forwards and straighten your wheels.



## **THE FOLLOWING MANOUVRES ARE NO LONGER ON THE TEST**

### **TURN IN THE ROAD (3 POINT TURN)**

- Pull up and STOP on the edge of the road by the kerb in 1<sup>st</sup> gear.
- Check your RIGHT BLINDSPOT and AHEAD for any vehicles, if clear, steer FULL LOCK RIGHT until you nearly reach the far kerb and STOP just before your front wheels touch it. Secure the car
- Select REVERSE gear, check FULL OBSERVATIONS INCLUDING THE REAR WINDOW, if clear, release the HANDBRAKE and slowly move steering FULL LOCK LEFT, check around you as you do this and STOP just before you touch the rear kerb, use your right window as a guide for this. Secure the car
- Select 1<sup>st</sup> gear, check FULL OBSERVATIONS, if clear, release the HANDBRAKE and steering RIGHT to straighten the wheels as you drive off checking your CENTRE MIRROR.

### **REVERSE AROUND A LEFT CORNER**

- Pull up on the left just slightly away from the kerb and just past a side road on your left, you should still see the kerb/pavement in the left rear passenger window, secure the car.
- Select REVERSE gear, check FULL OBSERVATIONS **ESPECIALLY RIGHT BLINDSPOT**, if clear, release the HANDBRAKE and looking out of the left rear window steer LEFT to follow the kerb, checking your LEFT MIRROR when you see the pavement appear start to straighten the wheels and STOP just as you can see the GIVE WAY LINE at the front, secure the car.

Select 1<sup>st</sup> gear and signal RIGHT and if clear drive on.

# Emergency Stop

Try to avoid the need to carry out an 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 there is closely following traffic. (ie.increasing distance from traffic ahead and gently slowing down approaching hazards)

However careful you are, there is always the possibility that a situation will arise where you need to stop the car instantly. On your test, the examiner may simulate this scenario and ask you to demonstrate an emergency stop. They will pull you over beforehand and explain the signal they will use, usually a hand thrust forward with the exclamation to stop.

When stopping in an emergency:

- Checking the mirrors is not a priority as it could delay your braking. By driving with the care and attention described above, you should be aware of following traffic already.
- Press the foot brake firmly followed by the clutch. Use plenty of pressure but apply it progressively rather than stamping which could cause a skid.
- Keep two hands on the steering wheel to maintain control.

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.

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).

## **ABS (Anti Lock Braking System)**

As the name suggests, ABS is a braking 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. The resulting traction enables steering of the vehicle and a slightly reduced stopping distance.

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

## **Skidding**

Skidding occurs when the forces of braking and/or steering are very sudden and is more likely to happen when the road surface is loose or wet. In these conditions, lower your speed so that your braking, in the event of an emergency, wouldn't need to be so severe.

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 notice a strong pulsing sensation through the pedal which is normal.

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